NORTH POINT

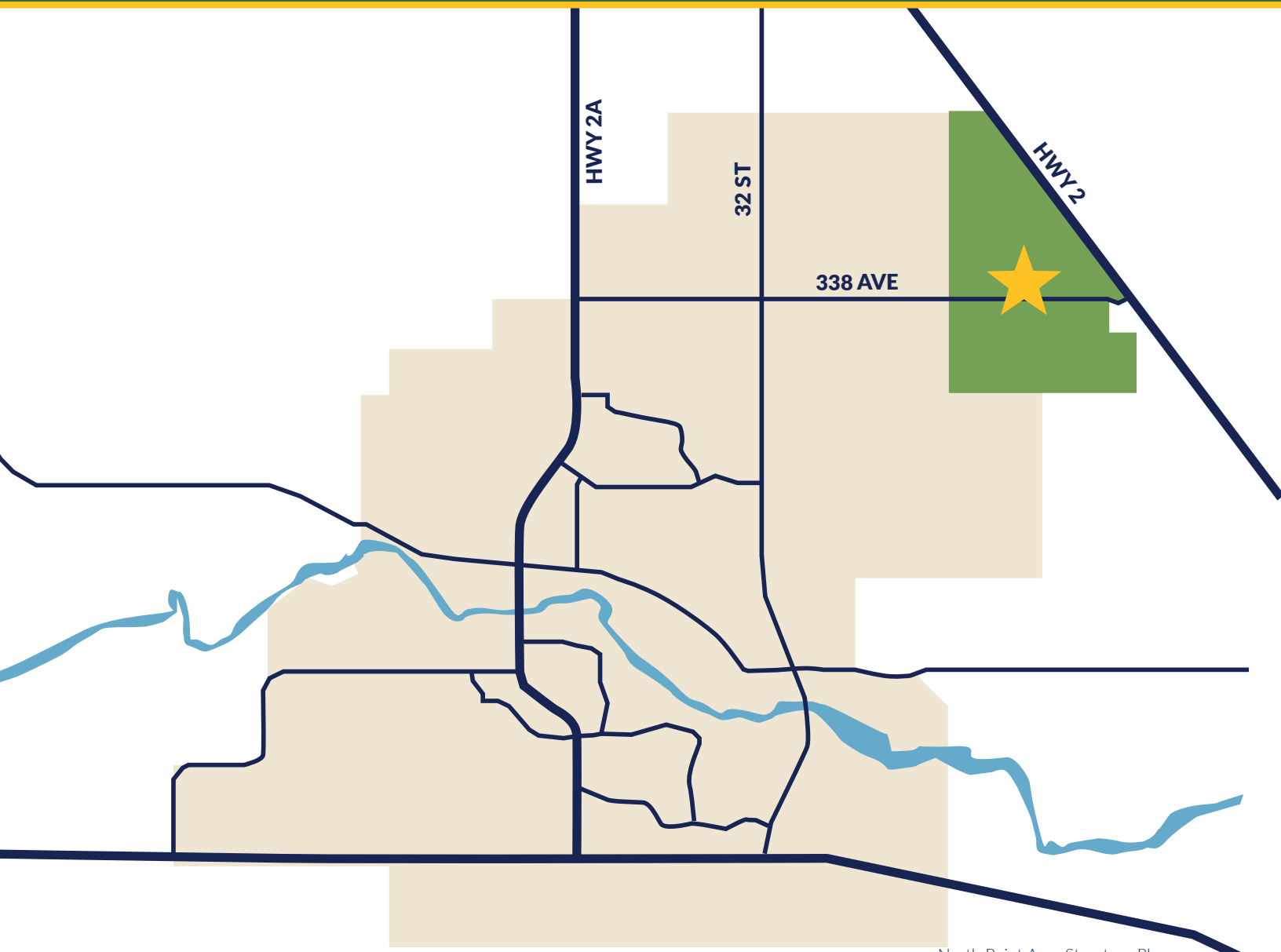
Area Structure Plan

Approved
October 28, 2024

Okotoks

Okotoks

North Point Area Structure Plan



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1. INTRODUCTION

1.1 Purpose of this Plan

The ***North Point Area Structure Plan (NPASP)*** provides a land use and servicing framework to guide future planning and development of a large employment area consisting of ± 246 ha situated in the northeast corner of the Town of Okotoks, see **Figure 1**. This statutory policy document is intended to provide a strategic long-term policy framework to guide decisions affecting detailed planning, including subsequent submissions of Neighbourhood Area Structure Plans (NASPs), land use amendments, and subdivision applications, and establishes alignment with the ***Town of Okotoks Municipal Development Plan***.

As outlined in Section 633 of the *Municipal Government Act* Revised Statutes of Alberta 2000 Chapter M-26:

633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may by bylaw adopt an area structure plan.

633(2) An area structure plan

a.) must describe

i. the sequence of development proposed for the area,

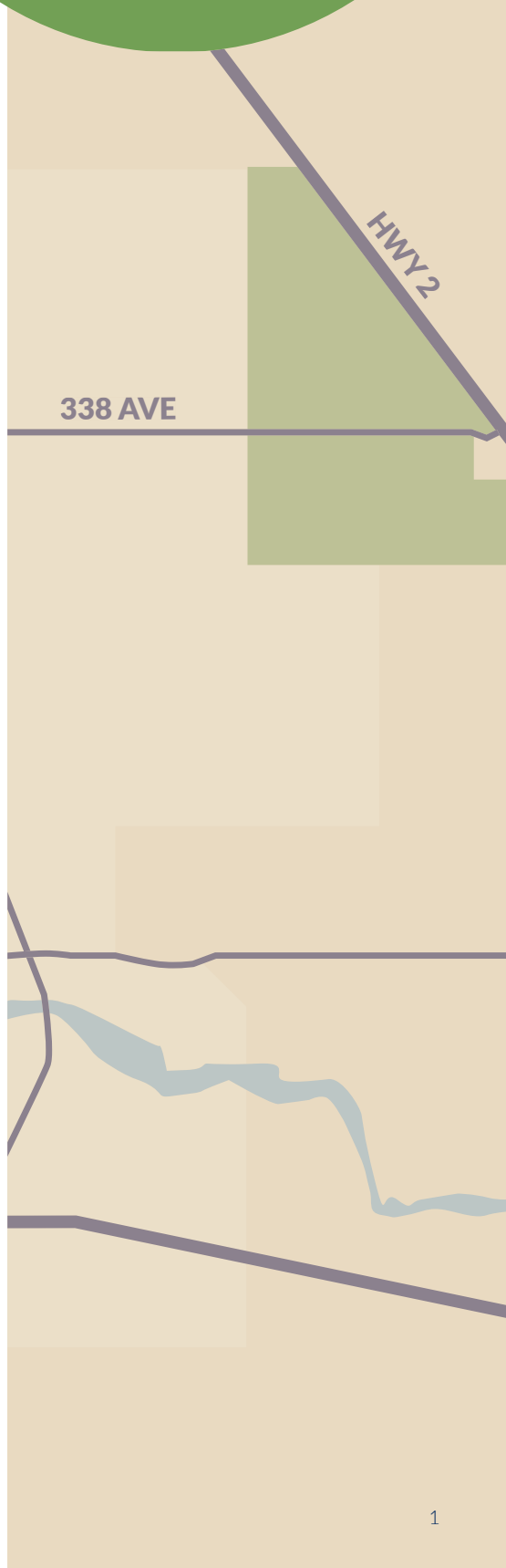
ii. the land uses proposed for the area, either generally or with respect to specific parts of the area,

iii. the density of population proposed for the area either generally or with respect to specific parts of the area, and

iv. the general location of major transportation routes and public utilities, and

b.) may contain any other matters, including matters relating to reserves, as the council considers necessary.

This North Point ASP describes a general framework for future land use and servicing for the area and includes various policies intended to facilitate the following overall vision for the area.



1. INTRODUCTION

1.2 A Forward-Looking Vision

The North Point ASP area is envisioned to become a prominent business park that features lands targeted for industrial development and employment, and includes areas that could accommodate eco-industrial development, and an agricultural science hub. It is anticipated the ASP lands will transition over the next 20 years from primarily agricultural land uses to a range of light industrial, agri-business and recreational uses. Given the prominence of the Plan Area's location, the area north and south of 338 Avenue E will become a high-visibility corridor, creating a prominent gateway into the Town of Okotoks.

The Plan Area is divided into two unique development precincts, separated by 338 Avenue E. The precinct to the south, has been identified as the 'Logistics, Warehousing, and Light Industrial Precinct', and the precinct to the north has been identified as the 'Industrial Ecosystem Precinct'. The 'Logistics, Warehousing, and Light Industrial Precinct' provides areas for immediate business expansion and gateway light industrial and logistics, whereas the 'Industrial Ecosystem Precinct' provides areas for agri-based business, research and crop science development, ag-related industrial and logistics, manufacturing, future commercial, plus a major recreation campus, with a focus on an eco-industrial theme to promote businesses collaboration through the reuse of materials and by-products for collective operations to reduce collective waste and achieve operational synergies amongst one another. With each precinct facilitating a specific character of development, high-quality development with innovative future-ready components will become a common theme unifying the Plan Area.

As the area develops, transportation, utility servicing and stormwater management will also transition over time, including accommodations for solutions that allow for development of interim onsite servicing until permanent municipal servicing becomes available. Using interim servicing options, businesses in the southeast quadrant of the plan area will be able to immediately expand business operations.

With the prominence of the future Highway 2/Highway 338 interchange impacting the development of these lands, the proposed final alignment will have a significant impact on the developable lands and transportation access to existing businesses and residences bordering the Plan Area. While development and transportation networks progress within the Plan Area, care and attention will be paid to those who currently use these routes to access their homes and places of employment.

The Plan Area will support a connected, walkable pedestrian and cycle network that ensures that the area is enjoyable and accessible for employees and visitors. In addition, a proposed ~23 ha regional recreation campus will provide an array of recreational opportunities to meet the needs of residents and users from Okotoks and proximal adjacent communities.

1.3 Goals of the Plan

The North Point ASP intends to achieve the following outcomes:

1. ”To accommodate a wide range of land uses including, but not limited to agri-related business and research, light and medium industrial and logistics, advanced manufacturing, commercial, and regional recreation.
2. To design an eco-industrial business park mindful of the evolution of future market, research and land conditions while considering environmental best practices.
3. To establish a development strategy that creates a visually appealing gateway into the Town of Okotoks.
4. To develop and maintain an appropriate interface with Foothills County and adjacent residential communities.
5. To accommodate active transportation pathway connections within the Plan Area and connecting to surrounding communities.

1.4 Objectives of the Plan

The following list of objectives identify the specific actions to be taken through the facilitation of the North Point ASP in order to achieve the aforementioned goals:

1. To establish a strategy to accommodate new business opportunities within the northeastern portion of the Town in accordance with the objectives of the ***Municipal Development Plan (MDP),*** the ***Commercial and Industrial Growth Study, 2021,*** and the ***Economic Development Strategy, 2024.***
2. To create the foundation for development that supports innovative, quality design in envisioning the 338 Avenue E gateway corridor and interface with surrounding land uses.
3. To establish an urban structure to accommodate a wide range of uses including agri-related business and research, light and medium industrial, logistics, commercial, and regional recreational land uses.
4. To accommodate Alberta Transportation and Economic Corridor’s design requirements for the Highway 2 / 338 Ave E interchange in the NPASP transportation network.
5. To accommodate appropriate access, internal road network and active transportation connections to ensure the business park can evolve over time.

6. To accommodate interim and ultimate servicing strategies that allow for the expansion of existing businesses and development of new businesses over time.
7. To establish an appropriate development phasing strategy to facilitate immediate business opportunities within a portion of the 'Logistics, Warehousing, and Light Industrial Precinct', adjacent to Highway 2.
8. To identify, protect and enhance natural features within the Plan Area where possible, minimizing the impact on existing natural systems.
9. To accommodate and encourage innovative approaches to site layouts, servicing, building design, and encourage appropriate integration of renewable and energy efficient technology.
10. To encourage industrial symbiosis through collaboration between industries by way of waste reduction, by-product exchange, sharing of resources, co-energy generation and other synergies.
11. To accommodate the short and long-term expansion of pre-existing businesses and large employers into the Okotoks boundaries.

1.5 How to Interpret the Plan

1.5.1 Policy Interpretation

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

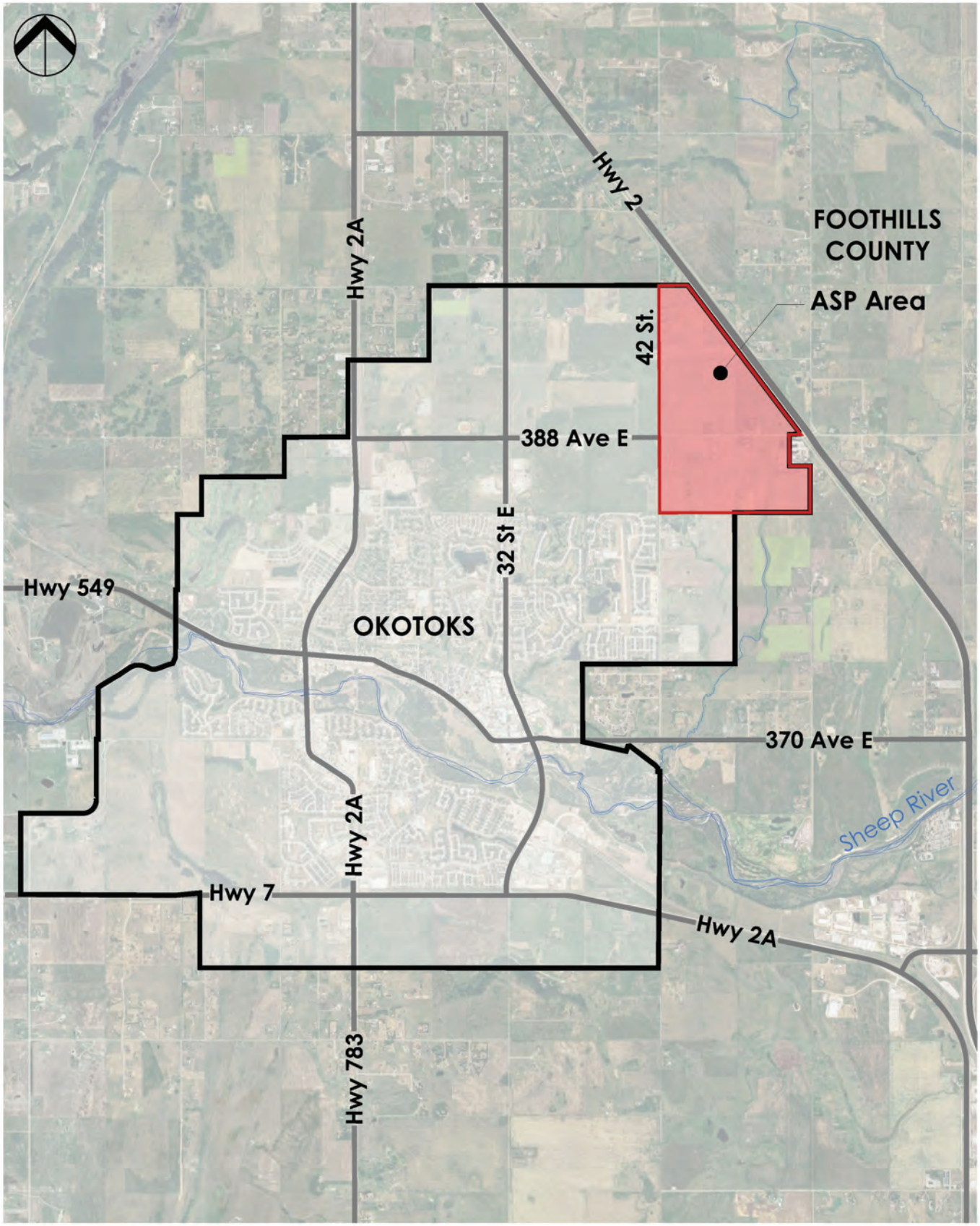
1. Where an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent and a policy, the policy will take precedence,
2. Policies that contain the word "must", "shall", or "will" outline mandatory compliance with a given statement.
3. Policy statements that include the word "should" indicate that compliance is encouraged and recommended. "Should" policies will be applied unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical, or feasible in each situation. However, "should" statements may not be practical in some circumstances, so flexibility is provided.
4. Where "may" is used in policy statements, there is no obligation to undertake what is proposed, but implies that the Approving Authority must give due consideration to the policy and has some discretion in decision making.

1.5.2 Map Interpretation

The following interpretations must be used when interpreting maps within this Area Structure Plan:

1. Unless otherwise specified within this ASP, the boundaries or location of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads, or existing utility rights-of-way.
2. Maps are considered as Not to Scale (NTS). Measurements of distances or areas are NOT to be taken from the maps or figures in the ASP.
3. The precise location of land use boundaries will be evaluated at the time of Neighbourhood Area Structure Plan (NASP), land use amendment and subdivision applications. No amendments to the maps are required following more refined delineation at the NASP stage provided the intent of the applicable polices are maintained.
4. This ASP provides broad policy direction relative to the intended uses and development of an area. The ultimate definition and approval of land uses will be further delineated at the NASP, land use amendment, and subdivision stages.

Figure 1: Location Plan



2. MUNICIPAL AND REGIONAL PLANNING CONTEXT

The following section provides a summary of the policy context that was referenced to inform the development of this Plan. Please find the complete Background Policy Summary and Initial Findings Report in Appendix A which provides a comprehensive description of how the higher level statutory and non-statutory plans informed the development of this Plan.

2.1 Calgary Metropolitan Region Growth Plan (2022)

Okotoks is a member of the Calgary Metropolitan Region Board and is subject to the requirements of the ***Growth Plan*** which came into force on August 15, 2022 through Ministerial Order MSD 064/22. The ***Growth Plan*** is a new strategy for sustainable growth for the Calgary Metropolitan Region (CMR), providing a high-level strategic policy framework to manage growth within the Metropolitan Area in accordance with the following Regional Vision Statement:

"Building on thousands of years of history, we welcome everyone to join us in living happy, healthy, and prosperous lives in a spectacular natural environment. We are a world leading Region built on hard work, resilience, helping others and a deep respect for nature. We use our land wisely, share our services and care for our wildlife, air, and water. We grow together." (CMRGP, pg. 5)

The North Point ASP Area is located entirely within the ***Growth Plan's*** Joint Use Planning Area 3, which is also located within a preferred growth area. Developing the North Point Area provides employment opportunities within proximity (both by vehicle and active modes) to a workforce, has excellent connectivity via existing transportation networks, will be serviced by an extension of municipal servicing from developing residential area structure plan areas and provides logical siting of larger format land uses which require the locational advantage that North Point has.

As the North Point ASP is entirely within the proposed boundaries for Joint Use Planning Area 3, a context study will be prepared jointly by the Town of Okotoks and Foothills County by August 2025 to meet the requirements of the ***Growth Plan*** and to jointly plan for the development intensification and associated servicing required in the future for this area.

2.2 Town of Okotoks / Foothills County Intermunicipal Development Plan (IDP) (2016)

The IDP is a long-range planning document that identifies intermunicipal planning relationships and the nature of land use integration between municipalities. The policies are based on the expectation for each municipality to refer development proposals to each other and ensure collaboration occurs on matters such as development interfaces, boundary transportation routes, and other matters of mutual significant. The North Point ASP is entirely located within the boundaries of the IDP and is part of the Highway 2 and 338 Highway Interchange and Gateway area identified in the IDP.

Figure 2 illustrates the IDP boundary and CMRB Joint Planning Areas in relation to the North Point ASP study area. This ASP complies with the relevant policies within the IDP, particularly Policy 3.2.4.1 which requires that consideration should be undertaken to ensure the IDP gateway area (see **Figure 2**) develops to the highest standards and that transportation infrastructure is planned to service future development within the area.

2.3 Uniquely Okotoks: The Municipal Development Plan (2021)

The ***MDP*** is the overarching long range planning document that establishes a holistic vision for the Town and guides overall growth and development over a 60-year outlook. The MDP provides a policy framework to guide land use planning and future development in the Town.

"Goal 3: Equity and Local Economy: Okotoks is supported by a diverse and thriving economy, driven by equitable opportunities for all to live, work and thrive. Equitable economic development will allow us to unlock the full potential of the local economy by dismantling barriers and expanding opportunities for everyone."

The Town of Okotoks has approved several policies that demonstrate an objective to grow local employment opportunities through increasing the share of non-residential land uses and innovative catalysts. The ***Okotoks MDP*** is an important guiding policy document in the development of the North Point ASP due to the Plan's focus on economic development, specifically in growing industrial employment lands; developing mixed-use hubs; attracting flexible commercial spaces and anchor institutions; and focusing office and commercial growth in Downtown. These focus areas project a clear path toward commercial and industrial growth in Okotoks. The ***MDP*** establishes a high-

level land use concept for the Town of Okotoks which anticipates future uses within the North Point ASP area accommodating a broad stroke of employment uses. The North Point ASP lays the foundation to sustainably diversify the non-residential tax base while promoting eco-industrial development.

Within the ***MDP***, the Plan Area is identified as future employment lands within the ***Future Land Use Concept Plan***, and second in the sequence of anticipated ASP to be prepared. The MDP specifically addresses employment lands through a number of policies, which were referenced through the development of this ASP; please see the ***Background Policy Summary and Initial Findings Report*** in Appendix A, which outlines these key policies.

2.4 Okotoks Environmental Master Plan and Climate Action Plan (2018)

The ***Environmental Master Plan and Climate Action Plan*** provide a comprehensive plan for Okotoks to achieve its vision to be a thriving, sustainable community and enable the Town to achieve carbon neutrality by 2050. The plans provide criteria for sustainable development and growth, climate change mitigation and adaptation actions, ecological protection and enhancement, urban landscape design, water conservation, waste reduction, and green economic growth. The ***Climate Action Plan*** also includes actions in priority areas such as buildings, energy supply, transportation and land use, and health, wellness and preparedness that will help to achieve the Town's carbon neutrality goals. The action plan brings together mitigation and adaptation actions from studies and policies already in place to ensure Okotoks is aligned with the Government of Canada's target of 30 percent below 2005 emissions by 2030.

Future development within the North Point ASP is expected to support the Town's environmental and climate change adaptation and mitigation objectives by ensuring that in approving development, the long-term impacts on sustainability will be considered and innovative measures implemented.

2.5 Okotoks Active Transportation Strategy (2015)

The ***Active Transportation Strategy,*** 2015 provides guidance to Council, Administration, and other stakeholders in setting priorities to create a healthy and active community. The focus is to develop local capacity and support for multiple modes of sustainable, safe, and accessible active transportation choices that connect people to neighbourhoods, open spaces, recreation, schools, and businesses. The North Point ASP supports active transportation by providing a comprehensive network of pathways, safe routes, and open spaces that connect key destinations across the community.

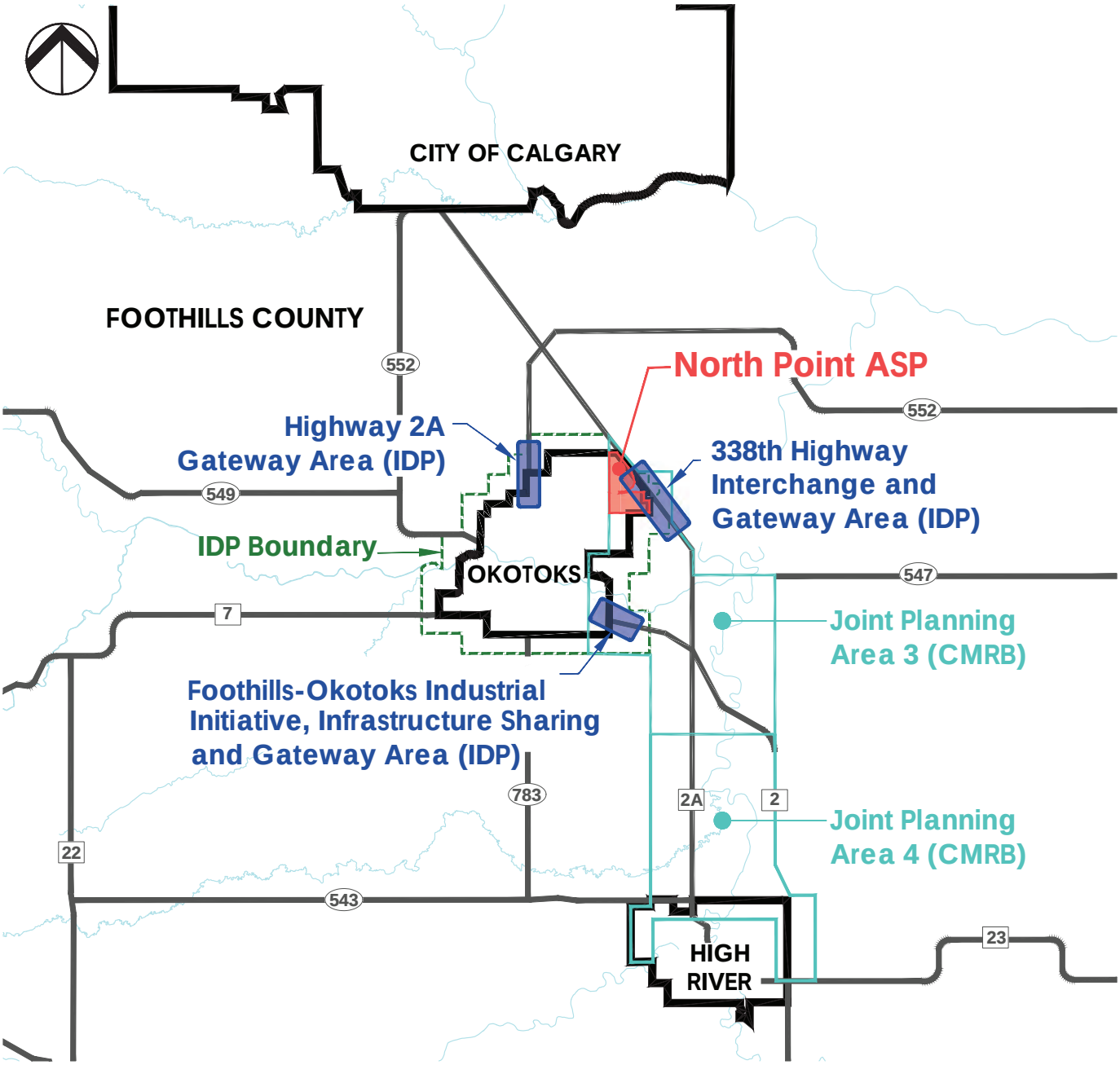
2.6 Okotoks Recreation, Parks, and Leisure Master Plan Update (2023)

The ***Recreation, Parks, and Leisure Master Plan***, 2017 establishes the Town's strategy to provide long-term direction for the delivery of recreation, parks, and leisure services within the community. In 2023, an update to this plan was completed, the purpose of this update was to outline the progress that was made on the 2017 plan, and to identify what strategies need to be carried forward, along with any potential new strategies the Town should employ.

Future development within the North Point ASP will achieve the objectives of the ***Recreation, Parks, and Leisure Master Plan*** by providing an open space network within the Plan area that is diverse, multi-functional, applies environmental stewardship, and is accessible to all Okotoks residents. The development of regional park spaces within the North Point ASP will align with the classification system identified in the ***Recreation, Parks, and Leisure Master Plan***.

In addition, the Town should select its recreational amenities for future areas based on utilization, community accessibility, and market demands, and the Town, and rely on its Prioritization Framework to identify potential amenities within the Recreational land-use, which ultimately must also consider regional facility allocations, diversity, equity, and inclusion and climate change.

Figure 2: Regional Location Plan



3. PLAN AREA DESCRIPTION

3.1 Location

The North Point ASP contains a combined area of ± 246 ha, including a group of existing agricultural parcels situated on the northeast edge of the Town of Okotoks. As illustrated on **Figure 1: Local Location Plan**, the Plan Area is generally bounded by 48 Street E to the west, Highway 2 to the east, the northern boundary of NW-2-21-29-W4 to the north and the southern boundary of N-35-20-29-W4 to the south. The Plan Area is within the CMRB Growth Plan's Joint Planning Area #3 and within The Town of Okotoks and Foothills County Intermunicipal Development Plan boundary, see **Figure 2: Regional Location Plan.**

3.2 Legal Descriptions

As illustrated by **Figure 3: Land Ownership**, and further described by **Table 1: Legal Descriptions**, the Plan Area currently consists of twelve (12) parcels, owned by several landowners.

Table 1: Legal Descriptions

See Figure 3	Civic Address	Legal Description
1	322056 48th St E	N.W.1/4 Sec.2-21-29-4
2	322068 48th St E	Plan 021 2333 Blk 1 Lot 1
3	None	Plan 5996 HS Blk B
4	None	Plan 051 2715 Blk 2 Lot 1
5	48192 338 Ave E	S.E.1/4 Sec.2-21-29-4
6	48092 338 Ave E	S.W.1/4 Sec.2-21-29-4
7	48174 338 Ave E	Plan 061 2027 Blk 1 Lot 2
8	None	Plan 041 3996 Blk 1 Lot 1
9	48151 338 Ave E	Plan 051 0337 Blk 1 Lot 1
10	48131 338 Ave E	Plan 161 1823 Blk 1 Lot 2
11	None	N.E.1/4 Sec.35-20-29-4
12	48091 338 Ave E	N.W.1/4 Sec.35-20-29-4

3.3 Existing Site Development

As illustrated on **Figure 4: Existing Site Conditions**, the Plan Area predominantly includes cultivated agricultural parcels sustaining a variety of hay production and cereal crops. Some parcels include existing single-family dwellings and associated farm buildings serviced by groundwater wells and private sewage treatment systems.

A ***Phase One Environmental Site Assessment (ESA), January 2022*** was prepared to assess the potential for previous development activities to have created environmental constraints with potential to impact future development within the Plan Area, and to determine if additional assessment measures are required.

The ESA reports that 26 areas of potential concern (APECs) were identified by the ESA that predominantly have a medium to high likelihood to result in potential subsurface impacts. Of these 26 APECs, 11 are found within the Plan Area, and include areas containing septic fields, historic / current fuel storage, current / historical burn pits, and potential creosote wood retaining walls. It was recommended that a completion of a Phase 2 ESA within the Plan Area be prepared at the NASP stage to identity the presence or absence of any environmental impacts associated with the APECs if they are present within the boundary proposed for NASP.

In addition, a land title search identified several oil and gas companies with apparent pipeline Rights-of-Way caveats located within the NE-35-20-29 W4M and NE-36-20-29 W4M locations of the Plan Area. The Abadata oil and gas databases identified minimal oil and gas activity within the area of the subject site with the identification of only two abandoned high pressure pipelines present intersecting the southeast corner of the Plan Area, see **Figure 4**.

Further investigation may be warranted to determine if the other apparent oil and gas related caveats are actually present within the area of the subject site but are considered low risk at this time due to supporting documents present in the AER records. These caveats are potentially related to surveyed areas that were never built, although survey records with the AER were not identified.

Please see **Appendix C** for the complete ESA.

Figure 3: Land Ownership

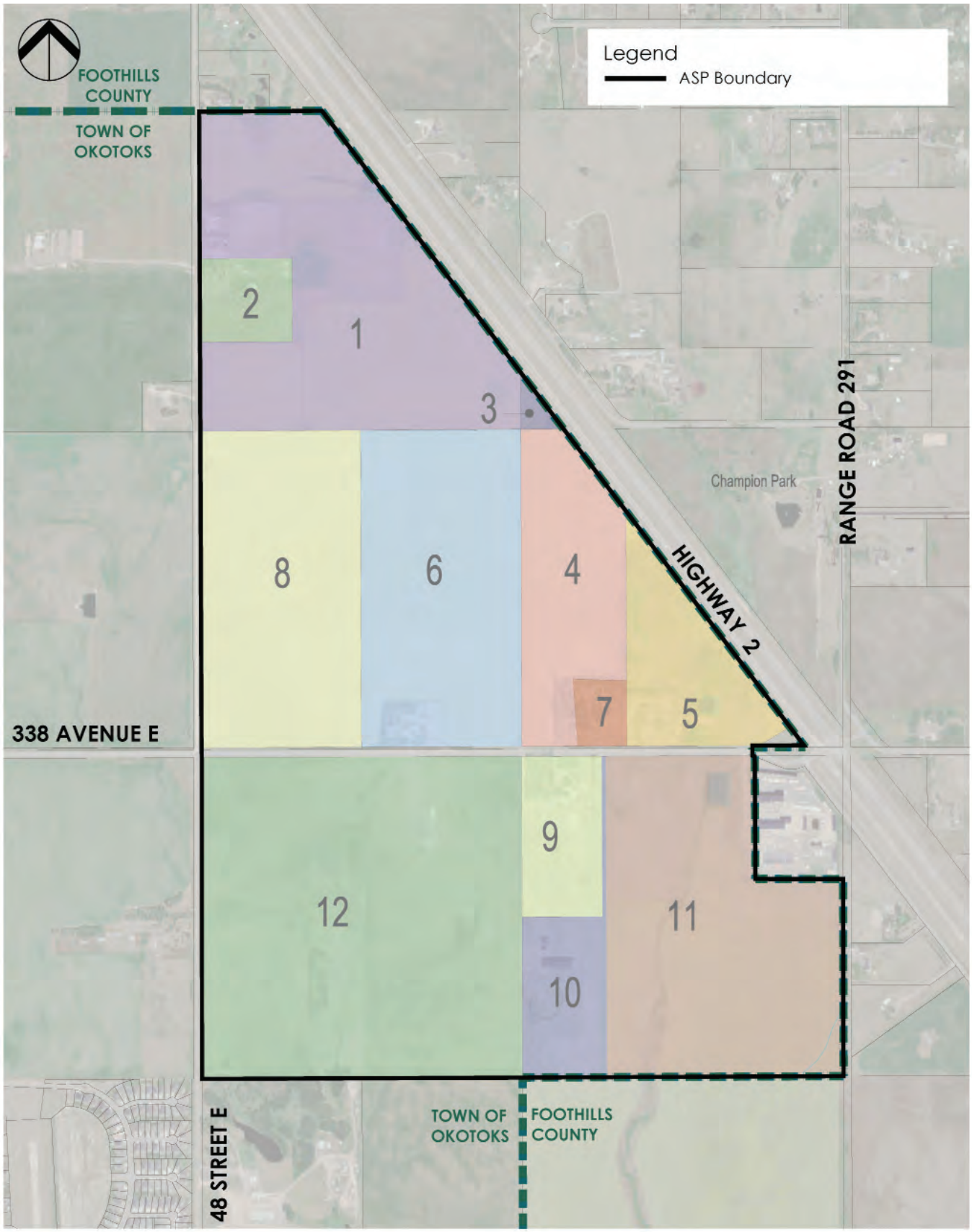
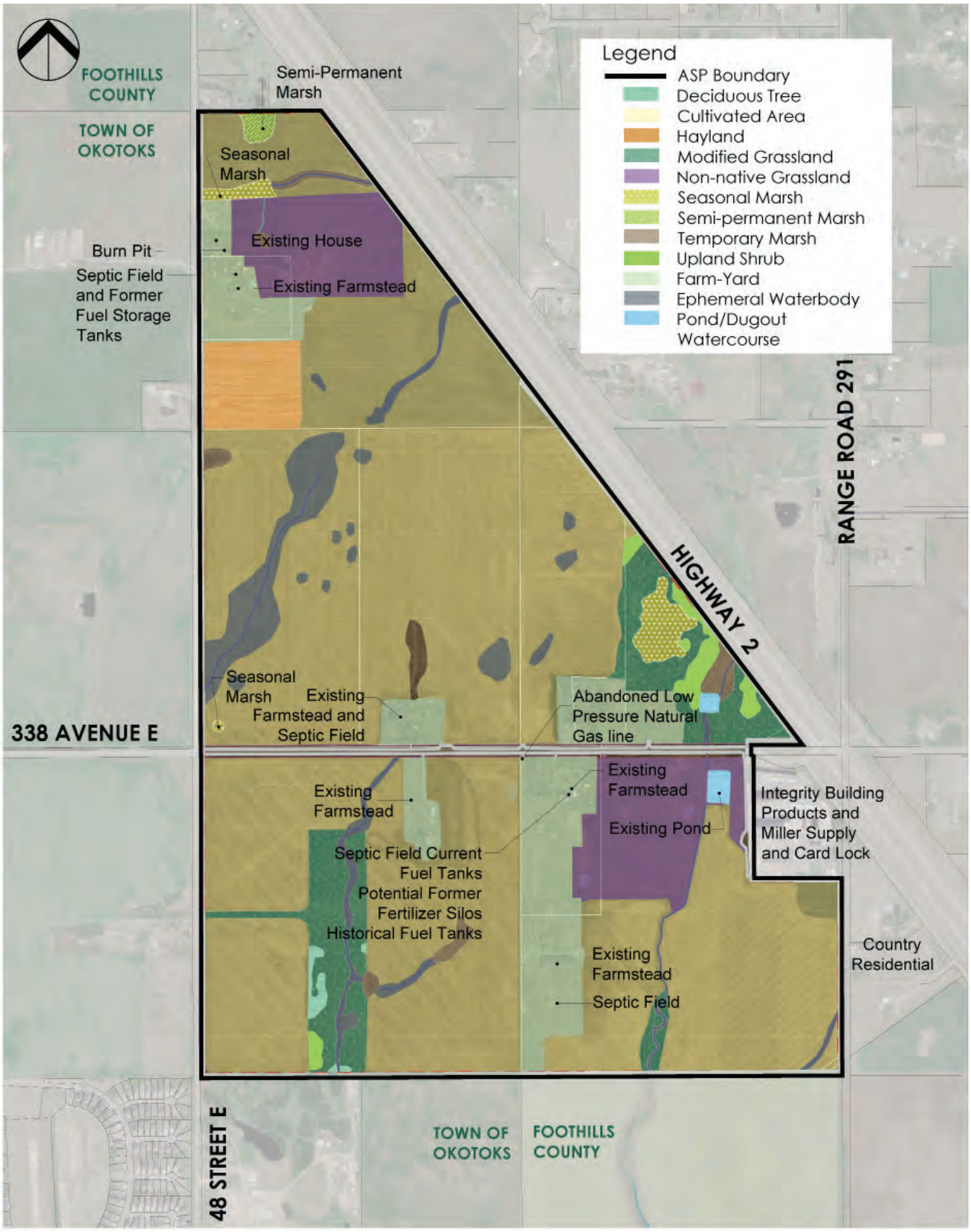


Figure 4: Existing Site Conditions



3.4 Existing and Adjacent Land Use

As illustrated on **Figure 5: Existing Land Use**, all land within the Plan Area is designated Agricultural and Land Holdings District (ALH) in accordance with the Town of Okotoks Land Use Bylaw#21-17. The primary intent of the ALH district is to continue to support rural agricultural activities prior to transitioning to urban style development. Existing land uses on parcels surrounding the Plan Area, within the Town, also include lands designated Agricultural and Land Holdings (ALH).

Surrounding the Plan Area, in Foothills County, are agricultural lands bordering the south side of the Plan Area; commercial / industrial uses located adjacent to the southeast side of the Plan Area, between the Plan Area and Highway 2; country residential uses on the Plan Area's east side across Highway 2; and country residential uses also adjacent to the northern boundary of the Plan Area. The western boundary of the Plan Area abuts the town entirely, which comprise of country residential and agricultural uses. The town's residential neighbourhood Trilogy Plains is located southwest of the Plan Area.

3.5 Topography and Surface Drainage

As illustrated on **Figure 6: Topography and Surface Drainage**, slopes fall generally within the Plan Area gradually sloping from 1,120 m in the north to 1,085 m in the south, the lowest point of the site is located along the Plan Area's southern boundary.

Topographical relief within the Plan Area is relatively flat and does not include any significant slopes and, as such, does not present any constraints for future development. Low swales are present throughout the site and are associated with watercourses. No steep slopes (e.g., greater than 15%), ravines, coulees, or escarpments are present within the Plan Area.

3.6 Existing Vegetation and Wetlands

A Biophysical Overview, 2021 was completed to document existing physical environmental conditions within the Plan Area, identifying physical constraints to future development such as natural features, environmentally significant areas, environmentally sensitive areas (ESAs), natural assets, and naturalized assets.

The Biophysical Overview summarizes that the Plan Area does not contain any provincially significant landforms (such as steep slopes, ravines, coulees, and escarpments), there are likely no undisturbed, native vegetation communities, and there are 12 wetlands and 23 ephemeral waterbodies on site; most have been impacted by tillage over multiple years. In addition, there are two man-made ponds onsite, and one provincially mapped watercourse.

Four of the waterbodies / wetlands have been identified which may be claimed by the Province via the Public Lands Act, as these wetlands

are classified as semi-permanent marshes and seasonal marshes based on the Province's Guide for Assessing Permanence of Wetland Basins. **Figure 4** illustrates the location of these 4 wetlands / waterbodies.

Due to the site being considered 'human-altered', it does not support habitat species that require native grasslands, more permanent wetlands, or forests, and there are no landscape features that would concentrate wildlife in any movement corridor within the site or the immediate surrounding area.

Based on the information gleaned from the Biophysical Overview, potential areas to be retained as Environmental Reserve will be explored at the NASP stage, through the preparation of a Biophysical Impact Assessment, as per policy 7.3.1(b) of the Town's MDP. The Biophysical Impact Assessment will show more detailed information for subsequent planning stages, and should follow the Town's guidance, and include a full field season of field inventories to update and expand on the findings of the Biophysical Overview.

In addition, there were several polygons identified as natural assets as per the Town's Natural Asset Inventory. According to the Inventory, the natural assets within the Plan Area provide $1,522,442 of ecosystem services annually. Ecosystem services include, but are not limited to, water flow regulation, climate regulation, recreational use, water quality control, habitat, and urban heat regulation. Both the natural assets and the ecosystem services were determined through current natural asset and ecosystem service identification frameworks. Each instance of an ecosystem

photo credit:Anna Shearer

service provided within a natural assets was given a score of one (1) and added together for the total occurrences of each service within Okotoks. The highest scoring services, meaning the most common services found in Okotoks, include climate regulation, water flow regulation, habitat for flora and fauna, and soil erosion prevention. Despite many of the natural assets having historical human development impacts, regenerative measures should be used to restore high value assets to their pre-development condition and be incorporated into future planning for the area. These waterbodies/wetlands within the Plan Area with higher natural asset values should be considered to be retained as naturalized spaces at the ASP and NASP planning stages.

Provincial approvals are required prior to stripping and grading occurring. If ephemeral waterbodies, wetlands, or watercourses are to be permanently lost or altered, a Water Act approval is required. If wetlands are to be permanently lost, an in-lieu replacement fee is required as per the Alberta Wetland Policy and equivalent area of lost wetlands should be replaced within the development area using Provincial wetland replacement funds. Although no areas of historical significance were noted, Provincial approval under the Historical Resources Act is required at the NASP stage will be required.

For complete details of the Biophysical Overview, please see **Appendix C**.

photo credit: Alexis Bohrson

Figure 5: Existing Land Use Designations

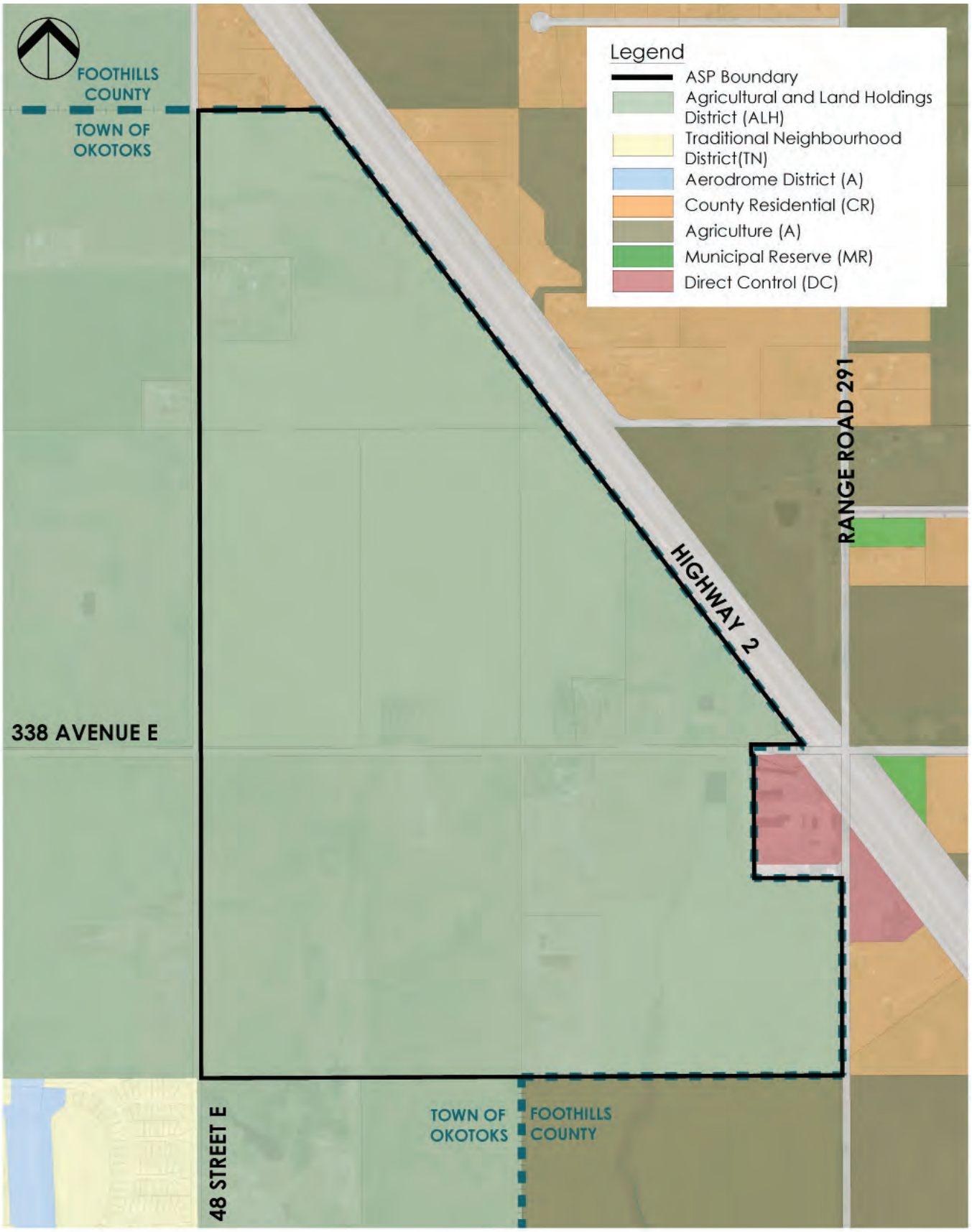
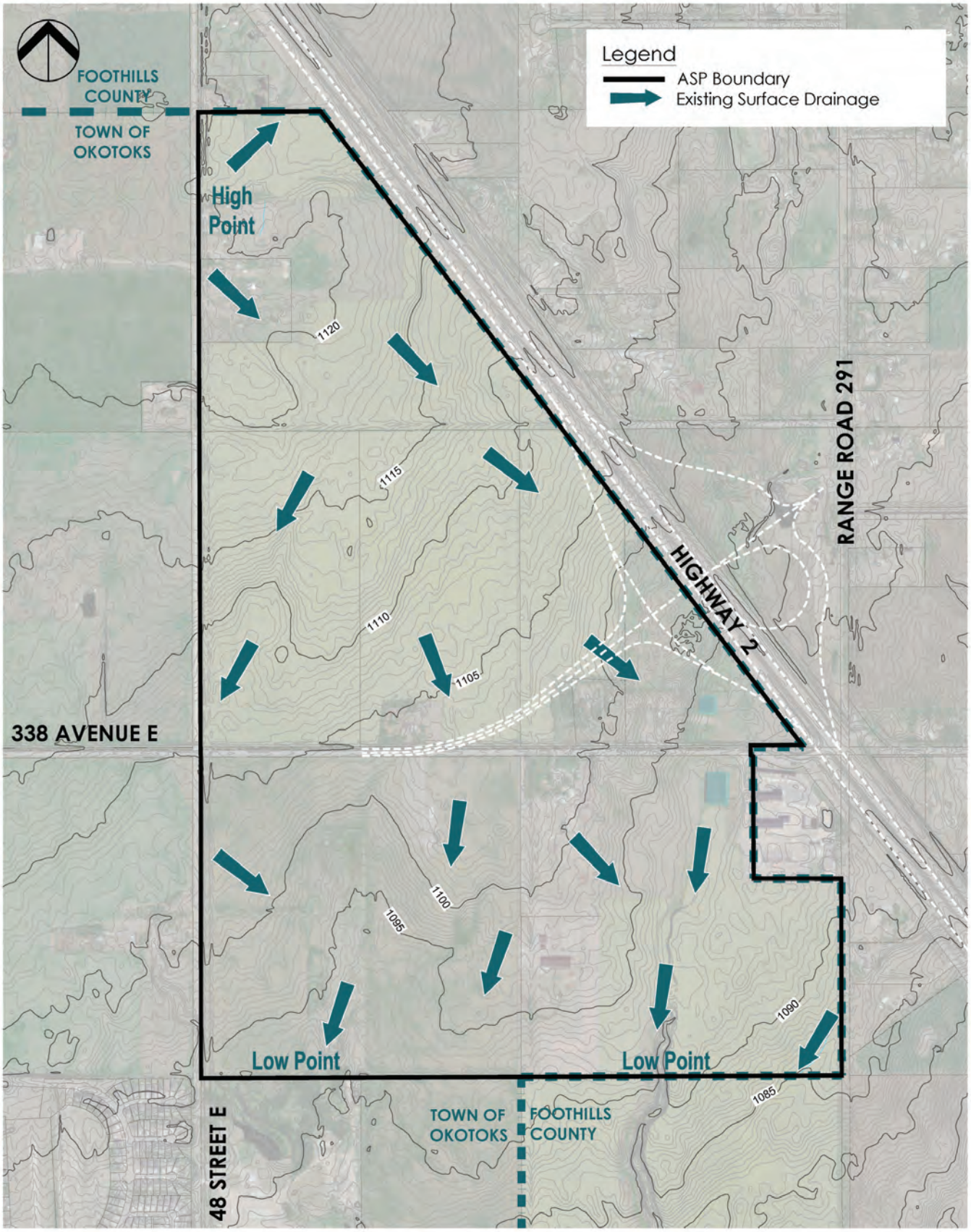


Figure 6: Topography and Surface Drainage



3.7 Pipelines and Rights-of-Way

The **Phase One Environmental Site Assessment, 2022** prepared in support of this Plan identified several oil and gas companies with apparent pipeline right-of-way caveats located near the Plan Area. The Abadata oil and gas databases identified minimal oil and gas activity and identified one (1) abandoned low pressure pipeline intersecting the southeast quarter of the Plan Area, see **Figure 4**.

Further investigation may be warranted at subsequent planning stages to determine if the other apparent oil and gas related infrastructure are present within the site.

4. SUPPORTING ECONOMIC GROWTH

4.1 An Enterprising Environment for Business Opportunities

The Town of Okotoks' adopted a ***Municipal Development Plan*** framework that promotes sustainable growth of the community by promoting the development of non-residential land uses to support an enterprising environment for business opportunities vested in strong planning principles.

Over the next 20 years, the North Point ASP area will provide new opportunities for business development within the Town of Okotoks in a strategic manner that creates space and opportunity for unique business ventures which may have been previously unable to locate within the Town. The location of the North Point ASP area creates an opportunity to establish a highly visible gateway into the Town from the regional transportation network.

4.2 Town of Okotoks Commercial and Industrial Growth Study, 2021

In 2021, the Town commissioned MXD Development Strategies to prepare the ***Okotoks Commercial and Industrial Growth Study***, which provided an analysis and evaluation of the existing conditions and opportunities of commercial and industrial development in the Town of Okotoks, including specific recommendations for the North Point ASP Area.

Generally, the study described the ASP area with a focus on logistics, manufacturing, light industrial, flex industrial and general commercial uses. Given the location of North Point ASP and the intent for the eastern portion of the 338 Avenue E corridor to create a northern gateway / entrance into town, quality design and attention to detail / site layout flanking 338 Avenue E will be of particular interest as the plan area develops.

While the Town of Okotoks has existing industrial park areas in the Southeast (Stockton Industrial Park) and the East (Southbank Business Park), the North Point ASP area offers opportunities for sectors which may have been previously unable to locate within Town boundaries given a need for large parcels or more efficient transportation linkages to accommodate large-scale / large-format industrial operations. While maintaining a high-standard of

development, these uses will have excellent transportation connectivity to 338 Avenue E and efficient access to HWY 2. In addition, the separation that the majority of the ASP area has from the Town allows for the location of medium industrial uses without direct impacts on residential land uses in proximity.

As per the ***Commercial and Industrial Growth Study***, the following economic development sectors (given the locational advantage and larger parcel format) may now be targeted within the plan area:

- Agribusiness
- Clean Energy
- Advanced Manufacturing
- Logistics
- A retail and service centre
- A Hotel (viable 10+ years out due to highway adjacency)
- An opportunity to integrate larger format retail uses such as RV dealerships, recreational dealerships, gardening centres, etc.

The future development strategy envisioned by the North Point ASP has been designed to implement the conclusions and recommendations of the ***Okotoks Commercial and Industrial Growth Study, 2021.*** Through thorough review of the ***Town of Okotoks Municipal Development Plan***, support for the development of non-residential lands is noted to further diversify the tax base and provide unique land area for investment when such land has not been available within the Town to date.

4.3 Town of Okotoks Economic Development Strategy (2024)

The draft version of ***Okotoks' Economic Development Strategic Plan*** was created to create a path forward to foster growth and innovation in the Okotoks economy over the next 5 years by incorporating policy directions outlined in the ***Municipal Development Plan*** and the ***Town's Strategic Plan***. The plan establishes three strategic directions that serve as a roadmap for the town's economic development: Ensure Future Focused and Sustainable Economic Development Services, Build up Okotoks' Target Sectors and Leverage Okotoks' Leadership in Environmental Stewardship to Build Economic Opportunities. Through the background research used to inform the strategy outcomes, several priority sectors were identified. These included creative industries, advanced manufacturing and tourism. Of particular importance to the context of the North Point ASP area is the focus on Advanced Manufacturing.

The Advanced Manufacturing priority sector includes a focus on environmentally conscious light manufacturing and value-added agricultural operations such as vertical farming to maximize efficiency and reduce water consumption. Light manufacturing opportunities can focus on attracting businesses that align with the Town's commitment to environmental and water

4. SUPPORTING ECONOMIC GROWTH

stewardship, potentially targeting companies that develop sustainable products, utilize eco-friendly manufacturing processes, or contribute to water conservation efforts.

One growth opportunity for Okotoks lies in leveraging its strength in trades labour for lean or light manufacturing. Light industrial refers to production that can be carried out in smaller facilities or factories, on smaller land parcels, using lighter equipment, and with lower capital intensity compared to heavy industry processes. These operations are often integrated and located in a campus-style setting. Light industrial spaces are utilized for various activities such as assembly, disassembly, fabrication, finishing, manufacturing, packaging and repairing of different types of materials. These opportunities align well with the land use intent of the plan area.

5. DEVELOPMENT CONCEPT

5.1 A Foundation for Sustainable Growth and Future Prosperity

The proposed development concept is illustrated in **Figure 7**, which identifies the vision for the North Point ASP, by detailing the area's spatial organization, its variety of proposed land uses, and their approximate boundaries.

It is anticipated that North Point ASP area will become the Town's largest employment area over the next 20 to 30 years, complementing existing industrial and downtown areas within Okotoks, but also as a catalyst to attract the types of industrial, commercial, and agricultural related enterprises as identified in the Town's ***Economic Development Strategy and Commercial and Industrial Growth Study***.

The intent for the North Point Industrial area is to identify a significant amount of land for future light industrial and commercial growth within the town, with a focus to attract industries that execute advanced manufacturing, logistics, agribusiness, agricultural research, science, and innovation. In addition, lands have been designated for a regional recreational facility, to align with the ***Town's Recreation, Parks, and Leisure Master Plan***.

Specially, the development concept outlines a comprehensively planned business and light industrial area, including land uses such as Industrial, Eco-Industrial, Ag Science, Ag Business, and Recreational Campus. The locations of these land use types were selected based on a multitude of factors, including adjacent lands / land uses, the location of the future Highway 2 / 338 Avenue E interchange, servicing connections, and market demands. The spatial arrangement of the proposed land-uses effectively transitions and supports the existing and surrounding agricultural and commercial land use. Policies within this Plan have also considered interface measures to promote development compatibility.

In addition to the Plan's proposed land-uses, the ASP has been divided into two Precincts which organize proposed land uses, and align with the Plan's phasing strategy. The 'Logistics, Warehousing, and Light Industrial Precinct' is located south of 338 Avenue E and contains only the proposed Industrial land-use. The 'Industrial Ecosystem Precinct' is located north of 338 Avenue E and contains a variety of land-uses such as Eco-Industrial, Ag Science, Ag Business, and Recreation. Each of these Precincts, and their land-uses are described in further detail in Sections 5.3 and 5.4.

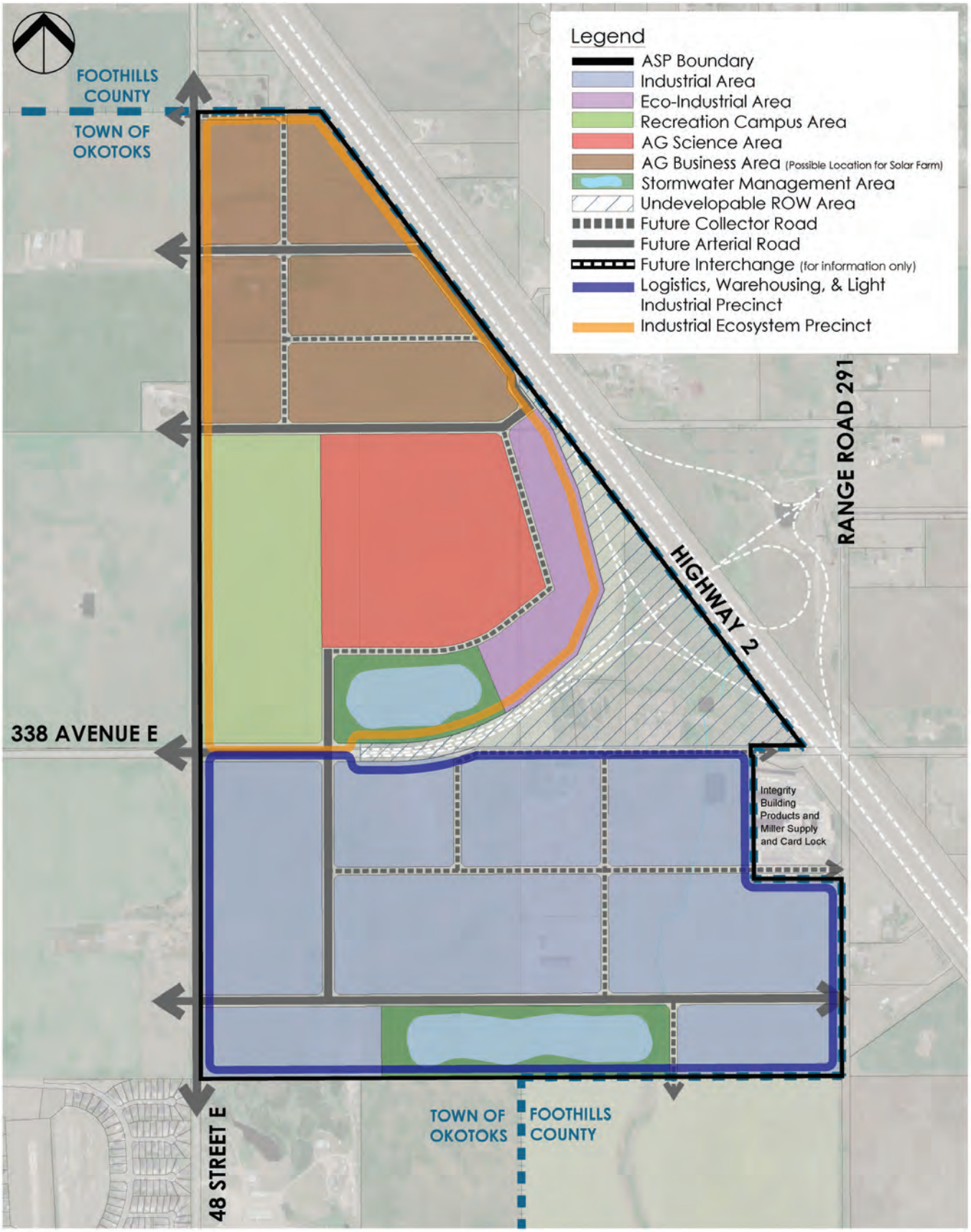
The Plan Area's strategic location next to Highway 2 affords opportunities to establish a direct connection between the Town and the Calgary Metropolitan Region. In addition, the significant size of the North Point Industrial area is ideally suited to accommodate the creation of a strategic local employment area that will support a diversity of industrial, commercial, and agri-business activities over time.

Given the high-exposure interface of lots situated along Highway 2, it is important that all development maintains a positive and attractive design aesthetic. Urban Design Guidelines shall therefore be prepared at the ***Neighbourhood Area Structure Plan (NASP)*** stage. These guidelines will establish specific expectations for future development along this important gateway corridor to maintain a cohesive and coordinated design aesthetic relative to various building considerations. Building massing, setbacks, exterior finishing treatments and colour, glazing, signage, lighting, landscaping and fencing are examples of the design elements that shall be considered in the development of the urban design guidelines.

GENERAL DEVELOPMENT CONCEPT POLICIES:

5.1.1.1	*The location and type of land uses, open spaces, and major road network within subsequent NASPs shall be in conformance with this ASP at the discretion of the approving authority.*
5.1.1.2	*Notwithstanding Policy 5.1.1.1, minor variances to the land use concept at the time of an NASP, land use redesignation, or subdivision application should not require an amendment to this ASP; however, this decision is ultimately at the discretion of the Town Administration.*
5.1.1.3	*In aligning with policy 6.1.1. (f) of the Town's MDP, developers must submit and have approved by the Town, architectural design guidelines at the time of NASP submission to be registered at the subdivision stage.*
5.1.1.4	*Development located adjacent to the ASP boundary that abuts agricultural and / or residential lands, will employ design setbacks, parking, open space buffering, or landscaping, to mitigate the impact of differing development forms. These design parameters will be refined at the NASP stage, prior to inclusion in future subdivision applications.*
5.1.1.5	*A Phase 2 ESA shall be prepared at the NASP stage to identify the presence or absence of any potential environmental impacts associated with the APECs discovered through the Phase 1 ESA.*
5.1.1.6	*In aligning with policy 7.3.1(b) of the Town's MDP, a Biophysical Impact Assessment must be prepared at the time of NASP submission to the satisfaction of the Town.*
5.1.1.7	*Provincial approval under the Historical Resources Act is required at the NASP stage.*
5.1.1.8	*The Plan Area's waterbodies as identified in the Biophysical Overview, that may be subject to a Public Lands Act claim, shall be determined through an application to Alberta Environment and Parks during the NASP stage.*
5.1.1.9	*Policies for the protection of natural assets and potential ER lands, as identified in the Biophysical Overview, shall be confirmed at the NASP stage through a Biophysical Impact Assessment.*
5.1.1.10	*Dedication of ER, Community Reserve, and / or the protection of natural assets, in accordance with the provision of the Municipal Government Act, shall be implemented through the subdivision process.*
5.1.1.11	*All service areas including vehicular activity yards, garbage enclosure, outside storage, loading areas, at-grade or rooftop mechanical equipment shall be located so as to be visually screened from public thoroughfares.*

Figure 7: Future Development Concept



5.2 Development Statistics

The statistics shown in Table 2 below have been calculated based on the land uses illustrated in **Figure 7: Future Development Concept**. The statistics are intended to provide a high-level understanding of anticipated land use yields and employment projections for the plan area but may vary at subsequent planning stages.

Table 2: Development Statistics

ASP Stats	ASP TOTALS	
	Area (ha.)	%
GROSS AREA	**271.2**	
Road Widening	**1.2**	
Undevelopable ROW Area	**24.8**	
GROSS DEVELOPABLE AREA	**245.2**	
Land Uses		
Storm Pond/PUL	**21.5**	**9%**
AG Business	**40.2**	**16%**
AG Science	**26.5**	**11%**
Eco-Industrial	**10.4**	**4%**
Industrial	**97.1**	**40%**
Recreation Campus (MR)	**23.2**	**9%**
Transportation		
Collector	**10.6**	**4%**
Arterial	**15.6**	**6%**
NET DEVELOPABLE AREA	**245.2**	**100%**

5.3 Logistics, Warehousing and Light Industrial Precinct, Industrial Lands

As noted, the Plan Area is comprised of two Precincts, the 'Logistics, Warehousing, and Light Industrial' Precinct, and the 'Agriculture, Eco-Industrial' Precinct. Each Precinct has unique land uses and are divided by 338 Avenue E.

The 'Logistics, Warehousing, and Light Industrial' Precinct (the LWL Precinct), is located south of 338 Avenue E. As illustrated in the proposed development concept in **Figure 7**, all land-uses within this Precinct have been designated as Industrial. The purpose of this Industrial land-use is to accommodate a wide variety of logistics and warehousing uses, as well as light industrial businesses, leveraging its location adjacent to Highway 2. It has been anticipated that that future development on these lands will require medium to large format lots, potentially with outdoor storage requirements, due to their adjacency to Highway 2. In addition, provisions, such as greater lot depths, have been made within this Precinct to accommodate large-scale transport trucks to service future operations. Adequate mitigation measures related to off-site impacts will be developed in accordance with all municipal, provincial and/or federal regulations.

Prior to the extension of municipal services within this area, development is possible through the facilitation of interim servicing, through the submission of a 'Limited Servicing Strategy' prepared at the NASP stage; see **Section 8.5** for more details.

Policies:

5.3.1.1	*To provide servicing direction for developments within the LWL Precinct, prior to the extension of municipal services, a 'Limited Servicing Strategy' shall be submitted at the NASP stage and shall comply with the guidelines included in **Section 8.5** of this Plan.*
5.3.1.2	*All development within the LWL Precinct shall be supported by an interim and ultimate fire suppression system designed in accordance with the applicable regulatory requirements and the Town of Okotoks Fire Chief at the subdivision stage.*
5.3.1.3	*Interim access to the LWL Precinct from 338 Avenue E, may be allowed subject to approval from Alberta Transportation and Economic Corridors.*
5.3.1.4	*Interim servicing within the LWL Precinct, may be permitted subject to regulatory approvals as required by the Town and Alberta Environment and Parks, and will be at the full cost of the developer.*
5.3.1.5	*Notwithstanding 5.4.1.4, all developments within this Precinct shall connect to municipal services once they are available.*
5.3.1.6	*Municipal services mentioned within 5.4.1.5, may be provided by the Town and shall be funded by a levy program in accordance with the provisions of the MGA. Developers will be responsible for 100% of the cost of these services through this levy program, or other mechanism.*

5.4 Industrial Ecosystem Precinct

The following section describes the Plan Area's 'Industrial Ecosystem' Precinct, and the following sub-sections describe the variety of land-uses that this Precinct is comprised of. This Precinct is located north of 338 Avenue E, contributes to the balance of the Plan Area lands, and is intended to encourage the development of businesses that support the agricultural industry within the region. However, alternative / non-agricultural businesses may also be considered.

In addition to the commercial and industrial uses proposed for this Precinct, the IE Precinct also contains ± 23 ha of land dedicated to an indoor / outdoor regional recreation facility.

The premise of this Precinct sets the stage for the potential development of an industrial ecosystem with an emphasis towards the agricultural industry in Southern Alberta. An industrial ecosystem is comprised of a community or network of companies in a region that choose to interact with each other by exchanging and making use of by-products and / or waste energy to identify and capture opportunities to improve environmental and business performance in an efficient and sustainable manner. Certain land-uses permitted within the IE Precinct can generate such a system, which relies on the symbiotic relationships and inter-firm collaboration of sustainability inclined businesses, cooperating with one another with a collaborative goal to reduce waste and efficiently share information, materials, water, energy, infrastructure, and other resources with the intention of increasing economic gains and improving environmental quality. If properly implemented, these symbiotic relationships can provide economic, environmental, and possibly even social and educational gains amongst the participating businesses.

This Precinct has existing locational benefits associated with the CANAMEX/North-South Trade Corridor. As such, it provides excellent access to the flow of goods and people, increased transportation productivity and reduced transport costs, and connections between inter-modal sites in the southern region of Alberta for conventional logistics and industrial businesses to locate here.

Policies:

5.4.1.1	*NASPs developed for areas within the IE Precinct shall only proceed at such time municipal utility servicing and transportation infrastructure capacity is available.*
5.4.1.2	*Development within the IE Precinct, except for the Recreational Campus Lands, shall accommodate conventional light to medium industrial development with a preference towards the agricultural or logistics industries.*

5.4.1 Ag Business Area

The Ag Business land are within the northern most portion of the North Point ASP. These lands are currently being utilized for agricultural purposes, and it is intended that they will continue to operate in this manner until municipal servicing is extended to this area and the market requires their transition into development, or to support an interim or permanent solar farm. As per the Staging Plan depicted in **Figure 13**, these are the last portion of lands to be developed within the ASP area.

Once shifts in the market occur, which will trigger these lands' transition, the future proposed lots within the Ag Business area will be generally designed to provide a depth of 200 m, in order to accommodate smaller scale commercial / business operations. The ***Okotoks Commercial and Industrial Growth Study***, 2021 identifies that development within the North Point ASP area is expected to create a significant demand for commercial land-uses, such as retail, office, groceries, food services, and accommodations, which is reflected in the proposed lot depth of 200 m.

The location, in combination with the future commercial land-uses, will provide services and retail offerings to town residents and regional visitors arriving via the 338 Ave E gateway into Okotoks. In addition, these lands will also benefit from the anticipated phasing of neighbourhood development within the proposed Trilogy Plains ASP area to the southwest which will require a broad range of commercial uses and amenities.

Policies:

5.4.1.1	*Agricultural operations shall continue on these lands until municipal servicing is extended to the area, and market demands require the area to transition from agricultural to commercial / business uses.*
5.4.1.2	*The development of an interim or permanent solar farm may occur within the Ag Business lands in addition to the land-uses as mentioned in Policy 5.5.1.1 and Policy 5.5.1.3.*
5.4.1.3	*The general land-use types to be located within the Ag Business area, once developed, may include retail, office, groceries, food services, and accommodation, in addition to industrial uses as per the* ***Okotoks Commercial and Industrial Growth Study****.*

5.4.2 Ag Science Area

Located within the centre of the IE Precinct is an opportunity for the development of an Ag Science Area. This opportunity could include agricultural research enterprises, supported by the Ag Business land-use area located to the north. It is envisioned that the Ag Science lands could house a mix of office / administration buildings, libraries, laboratories, greenhouses, energy generation developments, warehouses, crop storage facilities, and testing facilities, all of which will work synergistically together to enhance research, sustainability, and technologies related to advancing agricultural sciences and production.

Inspiration for the vision of the Ag Science land-use comes from the existing Bayer Campus located in Monheim, Germany. This Crop Science Campus, located 25 km south of Dusseldorf in west Germany, concentres its research activities on all aspects of crop production, and is the world's most renowned agricultural research centre. The Crop Science campus focuses on innovation in crop production activities, employing approximately 1,000 individuals in varying fields of science, agriculture, and business[1].

In addition to employing hundreds of the worlds leading agricultural-science professionals, the Bayer campus has been consciously designed to maintain and protect the natural integrity of it, by preserving trees and streams, integrating the land's natural features into the planning and design of the Campus where possible. Keystone buildings on campus including the daycare centre and crop production centre have won architectural awards while including energy generation and net-zero building features.

The Ag Science lands are uniquely located at the centre of the Precinct, providing excellent access to the CANAMEX/North-South Trade Corridor. They also provide an excellent opportunity for ag-related industrial and logistics businesses, similar to those supported by the Ag Business Area lands.

The ASP will support proposed developments of either an Ag Science Campus or of industrial logistics development, or a combination of both, as both development options will provide benefits to the ASP area.

Policies:

5.4.2.1	*Businesses that are agriculturally-supportive should be encouraged in this area.*
5.4.2.2	*Ag Science uses shall be supported within the Ag Science Area that align with Ag Science Campus uses.*
5.4.2.3	*Agriculture-related industrial logistics businesses shall be supported within the Ag Science Area.*
5.4.2.4	*Non-agriculture related businesses will be supported within the Ag Science Area, provided they do not conflict with agricultural intent of the area.*
5.4.2.5	*Design guidance for the future Ag Science lands should be provided at the NASP stage.*

[1] Bayer (2021). Bayer Campus Monheim: Think Tank on the Rhine. BAYER_StandortbroschuereMonheim_innen_rg_v05.indd, January 16, 2024.

5.4.3 Recreational Campus Area

As illustrated in **Figure 7**, a ± 23 ha regional recreational area is proposed within the west central portion of the Plan Area, situated directly north of 338 Avenue E and east of to 48 Street E. This location offers excellent potential to establish a variety of indoor and outdoor programmable recreation spaces with inclusive, accessible, multi-use amenities that provide health, wellness, and social gathering opportunities for town residents of all ages and demographics. Once the interchange at Highway 2 / 338 Avenue E is established, the recreational campus will also be easily accessible to regional users as well.

The ***Town of Okotoks Recreation, Parks, and Leisure Master Plan, 2017*** and the ***Recreation, Parks, and Leisure Master Plan – Update, 2023*** concludes that the North Point ASP area offers the potential to accommodate many stated recreational desires of the community, which provides an exciting future for the site.

As per the 2023 Plan Update, the Town should select its recreational amenities for future areas based on utilization, community accessibility, and market demands. In addition, the Town as per the 2023 Plan Update, should rely on its Prioritization Framework to identify potential amenities within the Recreational land-use, which ultimately must also consider regional facility allocations; diversity, equity, and inclusion; and climate change. In addition, future recreational facilities, parks, and open space systems within this area should be designed for the recreation needs of Okotoks residents, and provide logical connections to existing pathways, facilities and adjacent communities and employment areas.

The specific location, design, format, type of recreation amenities, and architectural theme and character of the Recreation Campus should be established by the Town through the comprehensive planning required to support the development of an outdoor regional recreation facility.

Assembling the land required for the Recreation Campus area is expected to occur over time, as development within the Plan Area builds out. The Town will acquire the ± 23 ha site through land dedication from subdivision of the recreational parcel, cash-in-lieu of municipal reserve (MR) payments from other sites, or other revenue sources as may be available to the Town. The value of cash-in-lieu will be determined in accordance with the provisions of the MGA.

[2] Gertler, Nicholas (1993). Industrial Ecosystems: Developing Sustainable Industrial Structures. Massachusetts Institute of Technology.
[3] Gertler, Nicholas (1993). Industrial Ecosystems: Developing Sustainable Industrial Structures. Massachusetts Institute of Technology, pp. 14-15.

Policies:

5.4.3.1	*The Recreation Campus will be assembled through a combination of MR dedication, cash-in-lieu funds obtained from other subdivisions, or other municipal revenue sources.*
5.4.3.2	*The future development and amenities located within the Recreational Campus area shall be determined by the Town through comprehensive planning and direction from the* ***Recreation, Parks, and Leisure Master Plan****.*
5.4.3.3	*The specific location, design, format, type of recreation amenities, and architectural theme and character of the North Point ASP Recreation Campus should be established by the Town via the preparation of a* ***Recreation Facility Master Plan*** *during the Neighbourhood Area Structure Plan stage.*
5.4.3.4	*Consultation with local school authorities shall occur through the development of the* ***Recreation Facility Master Plan*** *to determine if there is any local or regional need for the development of a school facility within this land-use.*

5.4.4 Eco-Industrial Area

The Eco-Industrial land-use designation has been integrated into the central part of the Plan Area, situated between the Ag Science lands, and the eastern boundary of the North Point ASP area. The shape of these Eco-Industrial lands has been influenced by the lands adjacent to the east, required to accommodate the future Highway 2 / 338 Avenue E interchange.

Ideally, the intent of the Eco-Industrial lands is to accommodate the development of an 'Eco-Industrial Park', which is defined as a community of manufacturing and service businesses seeking enhanced environmental and economic performance through collaboration in management of environmental and energy issues[2]. As intended, the community of businesses within this Eco-Industrial Park will seek a collective benefit that is greater than the sum of the individual benefits each company would realize if only individual performance was optimized.

The purpose of an Eco-Industrial Park is to generate 'industrial symbiosis; meaning to greatly increase the systemic efficiency of material and energy used by individual enterprises / operations, by creating linkages between formerly separate industrial activities[3]. For example, the by-products of one industry become the feedstock of another, as generally illustrated in **Image 1**.

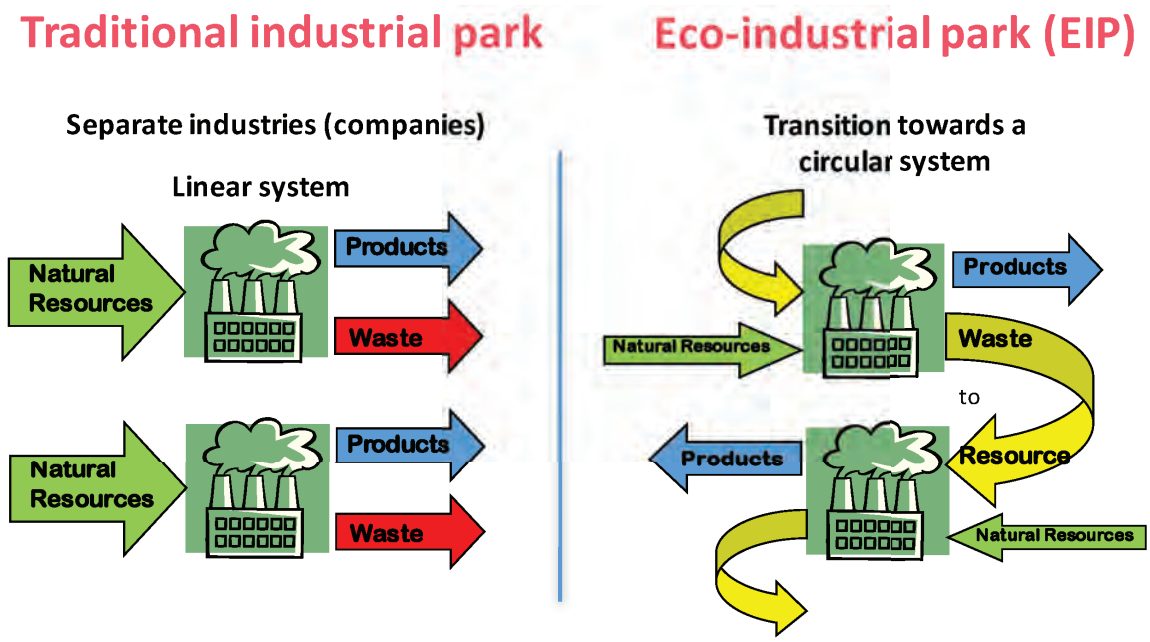


Image 1- Example of a Traditional Industrial Park vs. an Eco-Industrial Park[4]

[2] Montague Gardens-Marconi Beam Improvement District (MMDP) (2021). Transitioning Montague Gardens into an Eco-Industrial Park. Transitioning Montague Gardens into an Eco-Industrial Park – Montague Gardens-Marconi Beam Improvement District (mmid.org.za), January 20, 2024.

The Bayer campus in Monheim combines a spirit of creative research with agricultural expertise and visionary technologies in a unique way.

It is clear that based on the synergies required to develop and operate a successful Eco-Industrial Park, only an ASP can 'plant the seed', which must be followed by much further and in-depth groundwork. Prior to the NASP stage being initiated, the identification of the symbiotic enterprises, and the development of a strategy sharing resources and by-products, must be defined. This will take support from the Town, the CRMB, and potentially the Province. Once industries and synergies are determined and defined, participating enterprises can begin to collaborate on the land-use and development process at the NASP stage.

The Eco-Industrial concept presented, sets the stage as an idealistic land use framework. The Town will exercise flexibility pertaining to future development approvals within these lands, but will encourage uses that support the symbiotic relationships and connectivity to one another.

Please see **Appendix B** for additional details on eco-industrial ecosystems.

5.5 338 Avenue E / Highway 2 Gateway Corridor Development/ Design

As the North Point ASP area and the 338 Avenue / Highway 2 interchange develops, the prominence of 338 Avenue E, and this portion of Highway 2 adjacent to the Plan Area will increase substantially. Eventually 338 Avenue E will become a main entrance into north Okotoks, particularly providing direct access into the Wedderburn and Trilogy Plains neighbourhoods.

Once construction of the proposed interchange is complete, 338 Avenue E is anticipated to become the Town's primary 'northern gateway'. As such, future development along 338 Avenue E and Highway 2 is expected to be designed with high quality and cohesive architectural and landscaping standards and must demonstrate methods to mitigate visual impacts from the highway. These design standards will be guided by the development of a set of Urban Design Guidelines, drafted in collaboration between local developers and the Town at the Neighbourhood Area Structure Plan stage, and must include guidelines for consistent landscaping, buffering, or other screening techniques as accepted by the Town.

Policies:

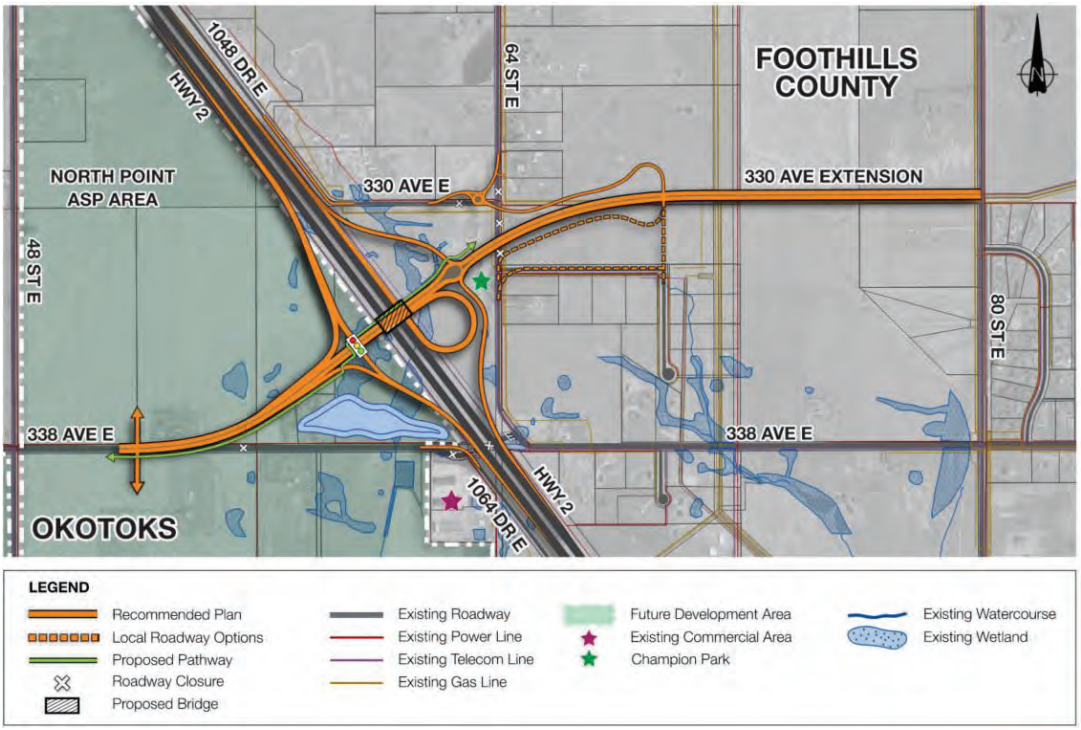
5.5.1.1	*All development within 200m of Highway 2 and 338 Avenue E shall conform to the 338 Avenue E / Highway 2 Gateway Corridor Urban Design Guidelines.*
5.5.1.2	*The 338 Avenue E / Highway 2 Gateway Corridor Urban Design Guidelines shall be prepared at the NASP stage, and shall contain guidelines to define appropriate visual separation measures, such as consistent landscape buffering, screening techniques for outdoor storage, along with architectural and landscape standards, to ensure future the building facades and yard spaces facing 338 Avenue E / Highway 2 portray a coordinated and cohesive design aesthetic. The Design Guidelines shall be consistent with the Town's Land Use Bylaw policies on landscaping and outdoor screening.*

5.6 Highway 2 / 338 Ave E Interchange Area

As Okotoks and the surrounding area continues to grow, there is increasing demand for access to and across Highway 2. In addition, safety issues for drivers navigating the at-grade intersection at 338 Avenue have been increasing. In 2020, the CMRB completed the ***South and East Calgary Regional Transportation Study*** and a future interchange at Highway 2 and 338 Avenue E was ranked as one of the most beneficial regional projects to occur within a 10-year timeframe. This, along with the future growth of the Town of Okotoks and the North Point ASP area, and growing safety concerns, triggered Alberta Transportation and Economic Corridors, in partnership with the Town of Okotoks and Foothills County, to engage ISL Engineering to undertake a ***Functional Planning Study*** for an interchange to replace the at-grade intersection at Highway 2 and 338 Avenue. This study was completed in June of 2023, with the final report being released.

The final ***Functional Planning Study*** included several options and selected a preferred interchange location and configuration, **Image 2** illustrates the selected ultimate interchange plan.

Image 2: Ultimate Interchange Plan[5]



[5] ISL Engineering (2023). Highway 2 / 338 Avenue Interchange Functional Planning Study: Figure 3.1. Highway 2 / 338 Avenue Interchange Functional Planning Study - Executive Summary - June 2023 (alberta.ca), January 20, 2024.

5. DEVELOPMENT CONCEPT

The ultimate interchange plan recommends a parclo interchange (partial cloverleaf), with a loop ramp within the southeast quadrant. The interchange connects to the existing 338 Avenue west of Highway 2 and provides a new connection to 80 Street to the east. This location offers a balanced solution that improves access and connectivity between Highway 2 and the adjacent roadway network. In addition, it includes a limiting criteria of 800m for access points in proximity to the interchange and identified the expected footprint of the finished facility.

The North Point ASP development concept has considered and has been designed around the land requirements of the interchange development. As such, these required future interchange lands are adjacent to, but have not been included within the ASP area.

Funding, design, and construction timelines have not yet been established by the Province pertaining to the development of the interchange.

Policies:

5.6.1.1	*Future development within the North Point Highway 2 / 338 Ave E Interchange Area is expected to occur as generally illustrated by* ***Figure 9: Future Transportation Concept****.*
5.6.1.2	*All service areas including vehicular activity yards, garbage enclosure, loading areas, at-grade or rooftop mechanical equipment shall be visually screen from Highway 2 and 338 Avenue.*
5.6.1.3	*Accessory outdoor storage shall not be permitted adjacent to Highway 2 and 338 Avenue.*
5.6.1.4	*Uses within 800m of the centreline of Highway 2 shall be subject to approval through a Roadside Development Permit application to Alberta Transportation and Economic Corridors.*
5.6.1.5	*Infrastructure design, such as roads and utility rights-of-way, for lands located in the vicinity of the Highway 2/338 Ave interchanges shall consider the future interchange and highway development, in consultation with Alberta Transportation and Economic Corridors.*
5.6.1.6	*Access to 338 Avenue shall only be permitted in accordance with that shown on* **Figure 8:** ***Future Transportation Concept****.*

photo credit: Corrine B.

6. TRANSPORTATION

6.1 Transportation Impact Assessment (TIA)

While increased traffic activity in and around the Plan Area will impact the regional corridor, several mitigative measures have been employed. A ***Traffic Impact Assessment, 2024*** completed by WATT consulting group, was undertaken to ensure the safe function of existing and future transportation systems, and that the newly upgraded Highway 2/Highway 338 interchange will facilitate safe access to the Plan Area and for vehicles entering or exiting Highway 2.

The findings of the traffic impact assessment echoed the requirements of the proposed upgrades along 338 as identified within the ***Highway 2/338 Avenue Functional Planning Study***, including constructing the Highway 2/338 Avenue interchange, upgrading 338 Avenue to four lanes between Highway 2A and six-lanes to the east of 48 Street to Highway 2 and installing traffic signalization at a number of intersections. It was noted that at the intersection of 338 Avenue and 48 Street that signalization be installed in the future when warranted.

See **Appendix C** for the complete TIA.

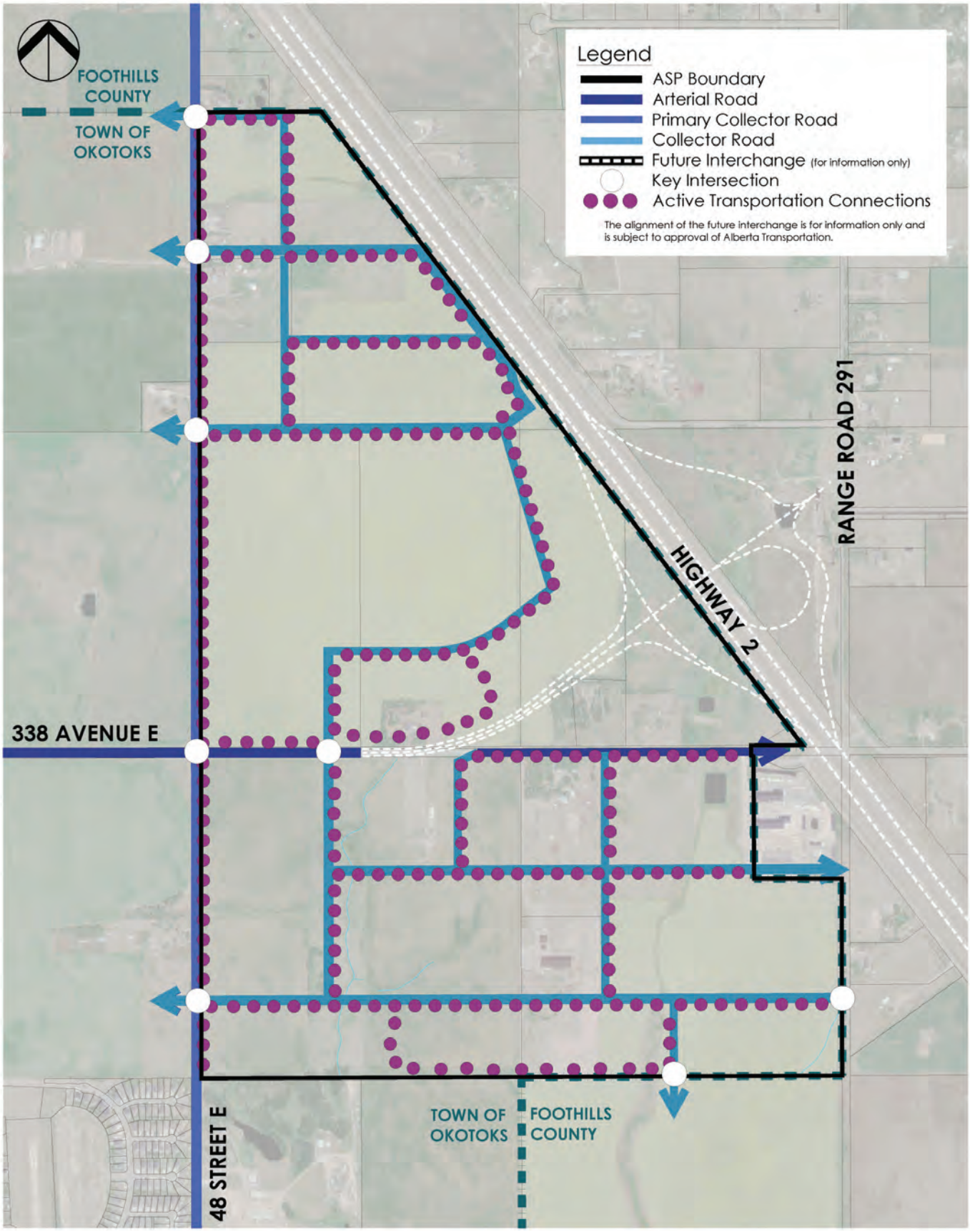
6.2 North Point Industrial Transportation Network

As illustrated on **Figure 8: Future Transportation Concept,** the Plan Area will be supported by a transportation network that is comprised of a hierarchy of industrial roads, designed in a uniform grid pattern to reflect the lot efficiencies needed for a successful industrial park development. The layout was also informed by the Highway 2 / 338 Avenue E ultimate interchange design as described in **Section 5.7,** which established a limiting criterion of 800m for access points in proximity to the interchange and identified the expected footprint of the finished infrastructure. Although not currently permitted in the functional planning study for the interchange, a limited-turns access to the 338 Avenue may be explored at the NASP stage, subject to further evaluation and approval by Alberta Transportation and Economic Corridors. If approved, this would offer more convenient outbound access to Highway 2 and inbound access to 1064 Dr. E in Foothills County than would otherwise be available. If direct access noted above becomes unavailable, outbound access to Highway 2 and inbound access to 1064 Dr. E will be available through the proposed road network south of 338 Ave E and from 48 Street. Interim access will continue to be available from 338 Avenue E until the interchange construction is implemented.

Future transportation linkages between the Plan Area and adjacent lands are shown conceptually on **Figure 8.** The specific alignment of road rights-of-way within the Plan Area will be finalized at the NASP stage.

In all cases, the specific design and right-of-way requirements of the North Point ASP Transportation Network must be detailed in accordance with the Town's General Design and Construction Specifications. It is the requirement of the Town that local developers construct all roads up to and including primary collectors, while the construction of arterial roadways is funded by the current Off-Site Levy bylaw at that time.

Figure 8: Future Transportation Concept



Policies:

6.2.1.1	*The design of the transportation network within the North Point ASP area should occur as generally illustrated by* **Figure 8***: Future Transportation Concept.*
6.2.1.2	*The primary collector roadway within the Plan Area shall be constructed by local developers.*
6.2.1.3	*Roadways within the Plan Area shall be constructed in accordance with the Town's General Design and Constructions Specifications and engineering best practices.*
6.2.1.4	*The specific alignment of road rights-of-way within the Plan Area will be finalized at the NASP stage.*
6.2.1.5	*Options for limited-turns access from 338 Ave. E for businesses and residences located south of 338 Ave. E within Foothills County may be explored in consultation with Alberta Transportation and Economic Corridors at the NASP stage.*
6.2.1.6	*Interim and ultimate road closures will not be permitted until a sustainable point of access has been established for properties located along 1064 Avenue within Foothills County.*
6.2.1.7	*A Transportation Impact Assessment (TIA) shall be provided at the NASP stage to support internal road network requirements, appropriate intersection treatments with internal and external roads, and timing of when these intersections are required.*

6.3 Highway 2 / 338 Avenue E Interchange

As referenced in **Section 5.7**, in June of 2023, Alberta Transportation, in partnership with the Town of Okotoks and Foothills County, completed a ***Functional Planning Study*** for an interchange to replace the at-grade intersection at Highway 2 and 338 Avenue.

Detailed design, construction timelines, and funding have not been established at this time. Recommendations from this study will be considered for construction based on provincial priorities and funding plans.

6.4 Transit

The ***Okotoks Local Transit Implementation Plan, 2019*** specifies that a public transit system will be implemented by the Town, to be operated as an on-demand service. In December 2019, the Town officially launched the Okotoks Transit on-demand system as a customer-first mobility service, enabling all residents and visitors to move around the Town without relying on a personal vehicle. Users can book service through an online app or over the phone and receive curb-to-curb transportation within the Town's boundary. While the Town presently does not provide a transit system that operates based on

a fixed frequency and coverage area, the on-demand system is a first step in providing fixed transit service through the Town.

Should future fixed transit service be implemented in Okotoks, it is acknowledged that the transportation network contemplated within the Plan Area will include a grid of arterial and primary collector roadways designed to provide flexibility and efficiency to support future 'looped' transit connections that will accommodate adequate transit coverage as the Plan Area develops over time.

Similarly, the cross-section design of the roadways within the plan area shall include opportunities to construct transit stops within the North Point ASP area at such time the Town implements widespread transit service through the community.

Policies:

6.4.1.1	*The road networks within the Plan Area should be designed to accommodate future transit routes and stops.*
6.4.1.2	*Future transit routes and stops should be conceptually identified as part of the Neighbourhood Area Structure Plan process.*
6.4.1.3	*Future transit use should be supported by the active transportation network that provides direct and safe pedestrian connections to future transit stops.*

6.5 Community Connections and Active Mobility Routes

A connected community is livable, vibrant, inclusive, and sustainable. As illustrated by **Figure 9: Open Space Network and Active Mobility**, the ASP contemplates a well-defined active modes network designed to facilitate and encourage both commuting and leisure active transportation activities to and from surrounding neighbourhoods, while providing links for future connections to the North Point ASP area, particularly to its Recreational land-use.

As illustrated within **Figure 9**, the active mobility connections provide links to both of the ASPs stormwater ponds, where opportunities for passive enjoyment of these water features will be provided.

Regional pathways and the active transportation network within the ASP should be designed to support future transit use through the provision of direct and indirect pedestrian connections from future transit routes and the surrounding permeable street pattern. Consideration of safe movement across and adjacent to 338 Avenue should be given in the design of pathway networks and their interface with development.

Principles of Crime Prevention Through Environmental Design (CPTED) will also be explored to incorporate into the design of the ASP's open space network system. CPTED is a multidisciplinary approach that aims to reduce crime and enhance safety by incorporating specific design features into the built environment. By incorporating principles of CPTED into public spaces, it can help promote a sense of security among public space users[6]. CPTED is formed around four key principles: natural surveillance, territorial reinforcement, access control, and maintenance.

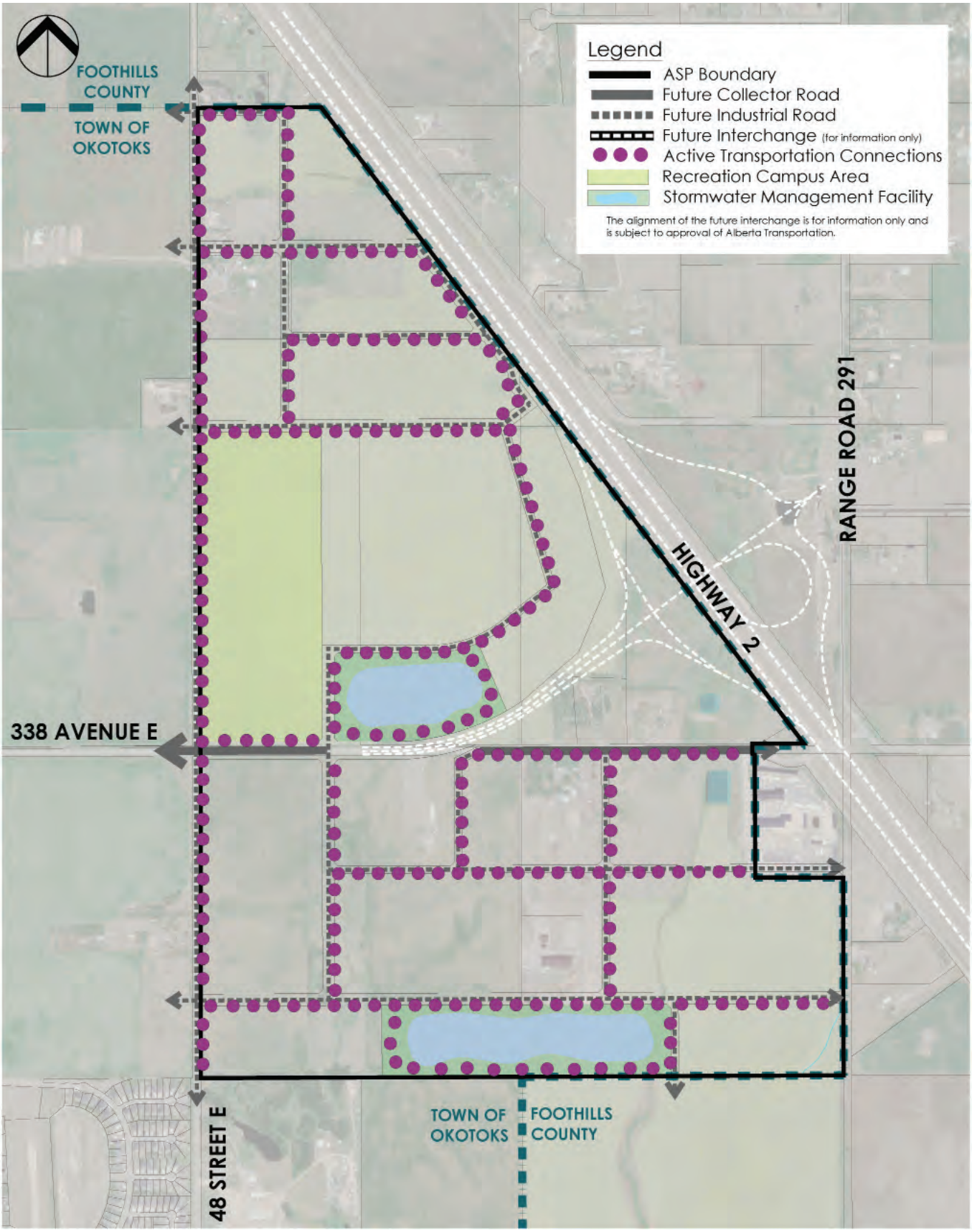
These principles can be incorporated into the planning of public spaces through neighbourhood layout and design, lighting, landscaping, street furniture, signage, etc. The incorporation of CPTED principles will be integrated into the open space network system within the North Point ASP area; details of CPTED principles and how they will be incorporated will be identified during the NASP stage. In addition, the specific alignment, configuration, and design of the active modes network will be determined at the NASP stage.

Policies:

6.5.1.1	*An active transportation modes network shall be provided within the Plan area as generally illustrated by **Figure 9**: Open Space Network and Active Mobility at the NASP stage.*
6.5.1.2	*The specific alignment, configuration, and design of the active transportation modes network will be determined at the NASP stage.*
6.5.1.3	*CPTED principles shall be incorporated into the design of the open network system during the NASP stage.*
6.5.1.4	*A comprehensive network of additional connections that support year-round commuting by active transportation should be considered within the balance of the North Point ASP area such as sidewalks, and on-street permanent bike lanes to supplement the regional pathway network in providing safe and efficient connections throughout the community.*
6.5.1.5	*The integration of active transportation modes must be considered in the interface with 338 Avenue E, ensuring the pathway and trail system provides safe recreational travel opportunities and connections that will accommodate a variety of users (i.e. pedestrians and cyclists).*
6.5.1.6	*Alignment / connections of regional surrounding pathways to the Plan Area's active transportation connections may be refined at the NASP stage and additional regional pathways may be added.*
6.5.1.7	*Stormwater management systems should be integrated with the Plan Area's active transportation connections, and generally illustrated in **Figure 8**.*

[6] Tekton Consultants. CPTED in Urban Planning: Integrating Security and Design Principles for a Safer Community. Tekton Consultants. 15-04-2024: CPTED in Urban Planning: Integrating Security and Design Principles for Safer Communities - Tekton Consultants (tekton-consultants.com).

Figure 9: Open Space Network and Active Mobility



7. OPEN SPACE & CONSERVATION

7.1 Encouraging Sustainable Building and Development Practices

The Town of Okotoks has taken significant steps to aspire towards a sustainable future through various strategic policy frameworks such as the ***Environmental Master Plan*** and the ***Climate Action Plan***. Through these initiatives, the Town has established a target of achieving carbon neutrality by 2050, while also making the community more resilient and improving quality of life. This ambitious goal will require collective action to achieve.

At present, some of the most significant contributors to green house gas emissions within the Town including the heating and cooling of residential, commercial, and industrial buildings; the energy required to facilitate transportation; waste management practices that rely on landfills; and the treatment of water and wastewater.

At the NASP stage, local developers will be required to implement sustainable building practices to support the Town's 2050 carbon neutrality target, which includes such strategies as (but not limited to) encouragement of local developers to:

- Design new developments with integrated transportation networks purposefully designed to support transit and active mobility connections, and to achieve an efficient and connected network of streets that accommodates ease of movement for personal/commercial vehicles;
- Utilize high performance building envelopes which reduce the amount of energy needed to heat and cool interior spaces including innovative design elements that support waste to energy;
- Implement small-scale renewable energy generation facilities within all new building projects (e.g., solar, geothermal, energy efficient heating/cooling systems, wind, etc.);
- Implement operational waste management strategies during construction that promote recycling of materials and diversion of waste from landfills; and
- Implement water conservation measures within their building projects such as stormwater recycling (e.g., irrigation and grey water use), low flow equipment and plumbing fixtures, and drought resistant landscaping.

In addition, developers are encouraged to incorporate LEED for Neighbourhood Development or neighbourhoods that implement green building standards into the development and design phase through the NASP stage, which will also contribute to the Town's carbon neutrality and sustainability goals.

Policies:

7.1.1.1	*Lighting control policies, guided by Dark Sky principles, shall be implemented at the NASP (Development Permit) stage for energy conservation promotion and light pollution reduction.*
7.1.1.2	*LEED for Neighbourhood Development or neighbourhoods that implement green building standards should be considered for the incorporation into future developments within the Plan Area at the Neighbourhood Area Structure Plan stage, which may include guidelines such as:* *a.) Encourage developers to install district energy systems in new, greenfield development, prior to building construction;* *b.) Encourage the use of native drought tolerant plant material for at least 50% of landscaped area (including vegetated roofs and walls);* *c.) Promote energy efficiency by creating the conditions for the implementation of passive solar design, as well as solar photovoltaic and / or solar thermal strategies; and* *d.) Encourage new buildings to be designed for solar readiness (i.e. electrical conduit / plumbing rise rough-ins).*

7.2 Environmental Open Space System

As noted in **Section 3.6,** a **Biophysical Overview, 2021** was completed to document existing physical environmental conditions within the Plan Area, identifying physical constraints to future development such as natural features, environmentally significant areas, environmentally sensitive areas (ESAs), natural assets, and naturalized assets.

Based on the information gleaned from the Biophysical Overview, potential areas to be retained as Environmental Reserve will be explored at the NASP stage, however, it is the intent of the ASP's open space system to help preserve ecosystem function, maintain watershed functionality, encourage areas with high natural asset values to be retained as naturalized spaces, and provide visitors with opportunities to connect with nature.

Policies:

7.2.1.1	*The natural assets and other environmental features as and identified within the Biophysical Overview shall be recognized and further studied at the NASP stage though Biophysical Impacts Assessment(s).*

8. UTILITY SERVICING

Based on analysis completed by the Town, it is estimated that North Point ASP area will have a limited amount of development occurring within a 10-year horizon, and the majority of the Plan Area will be built out within a 50-year horizon. Currently, the North Point ASP area is not serviced by the Town; it is intended that servicing will be eventually extended to this ASP area, however, the extension of the municipal water distribution network and wastewater distribution network will be undertaken by the municipality and funded by local developers through a levy program. System wide upgrades to the Town's existing storage reservoirs and pump stations will be required to accommodate future serviced development.

Due to the servicing constraints that currently exist with the ASP area (i.e. lack of municipal servicing, and the high cost to extend this servicing), proposed developments that have low water and / or wastewater needs, or are considered 'limited water users', will be prioritized for development within the Logistics, Warehousing, and Light Industrial Precinct only, as these types of developments may be able to operate prior to municipal services extending to the area. These developments may obtain water in a variety of ways, such as through wells and cisterns barring approval through applicable regulatory bodies, however, this will ultimately be outlined in a servicing strategy submitted at the NASP stage. In addition, franchise utilities, such as cable and fibre optics, will be extended as required.

The prioritization and approval processes for proposed 'limited water user' developments within the LWL Precinct, will require the submission of a 'Limited Servicing Strategy' at the NASP stage. Details that must be included within this servicing strategy are included within **Section 8.4**.

Policies:

8.1.1.1	*All new development will connect to municipally controlled servicing. Deferred servicing agreements will be registered against all parcels where development or subdivision is proposed in advance of municipal servicing availability.*
8.1.1.2	*The alignment an capacity of water distribution and feeder mains, sanitary sewer trunks and mains, and storm sewer trunks and mains shall be designed to the satisfaction of the Town.*
8.1.1.3	*Utility rights-of-way and easements shall be required to accommodate municipal utilities within a site as determined necessary.*

8.2 Water Servicing

The Town commissioned the preparation of the ***North Point ASP Water Servicing Study (2023***) undertaken by CIMA+, to provide a comprehensive plan for its utility to guide the ongoing assessment and improvement to its current water network, envision future water network requirements, and help to prioritize any current and future infrastructure upgrades to improve current levels of services and to support future growth and development in the community.

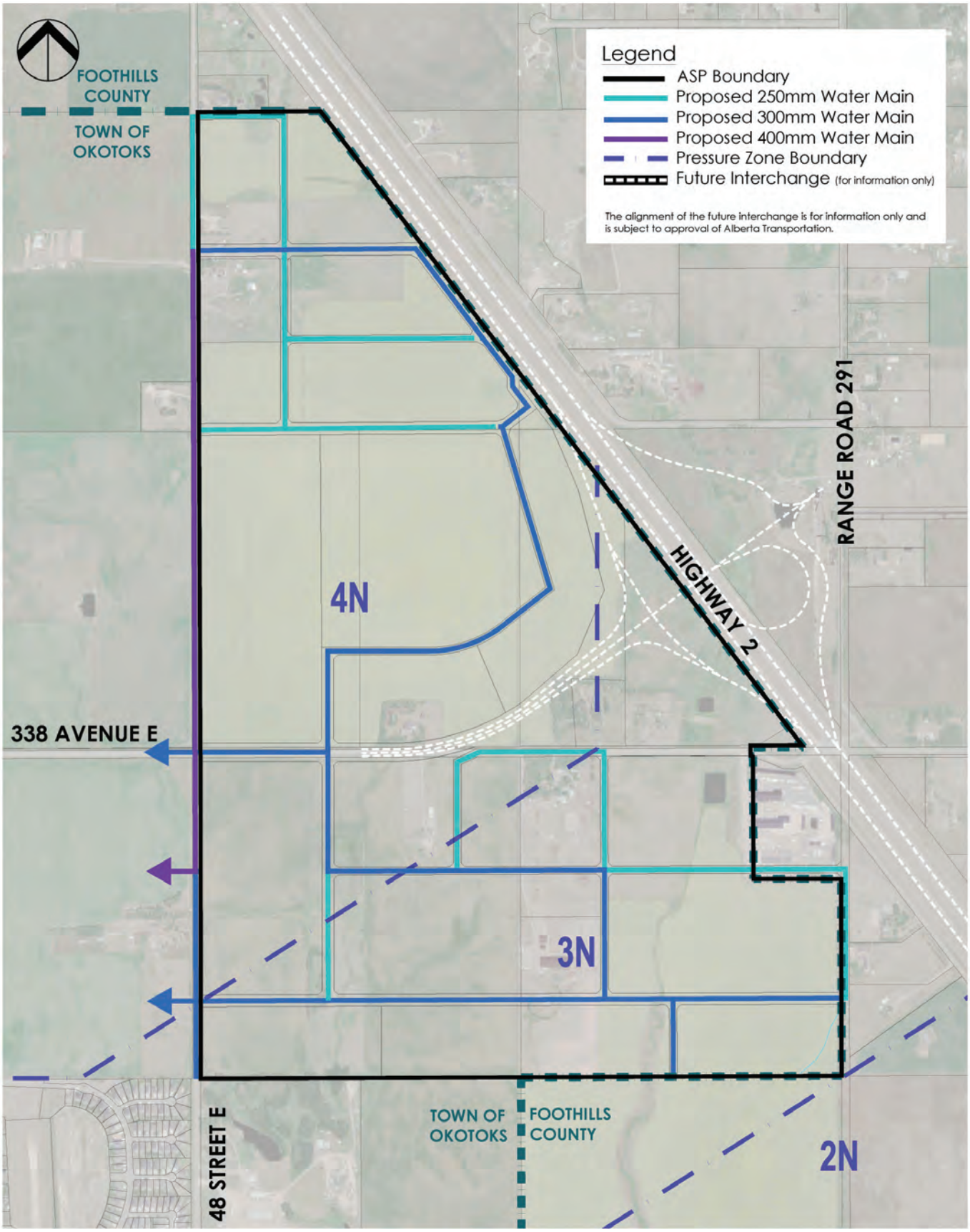
As per the ***North Point ASP Water Servicing Study***, water servicing within the Plan Area will be supported by a network of distribution mains. (see **Figure 10: Potable Water Servicing Concept**). Anticipated sizing will be a range of 200 mm, 250 mm, and 300 mm mains within the Plan Area and 400 mm mains along the periphery providing the primary supply in accordance with the WSS. The provision of the 250mm municipal water distribution network within the Plan Area will be the responsibility of local developers.

Details of the design of water system will be confirmed at NASP.

Policies:

8.2.1.1	*The extension of water distribution mains within the Plan Area shall be constructed by local developers.*
8.2.1.2	*Any over-sizing of potable water infrastructure in the Plan Area that benefits other lands will be subject to appropriate cost recoveries.*
8.2.1.3	*System wide upgrades to the Town's existing storage reservoirs, pump stations and water mains as required to deliver the appropriate volumes and pressure within the Plan Area will be accommodated through off-site levies.*
8.2.1.4	*The specific design of potable water infrastructure within the Plan Area shall be in accordance with the Town's most recent General Design and Construction Specifications and engineering best practices.*
8.2.1.5	*The specific alignment of potable water distribution infrastructure within the Plan Area will be finalized at the NASP stage.*
8.2.1.6	*Updates to the North Point ASP Water Servicing Plan (2023) may be required by local developers at the NASP stage.*

Figure 10: Potable Water Servicing Concept



8.3 Sanitary Servicing

The Town commissioned the ***Okotoks Sanitary Servicing Study Update (2024)*** to provide a comprehensive plan to guide the ongoing assessment and improvement of its wastewater network, envision future wastewater network requirements, prioritize current and future infrastructure upgrades to improve levels of services, and support future growth and development.

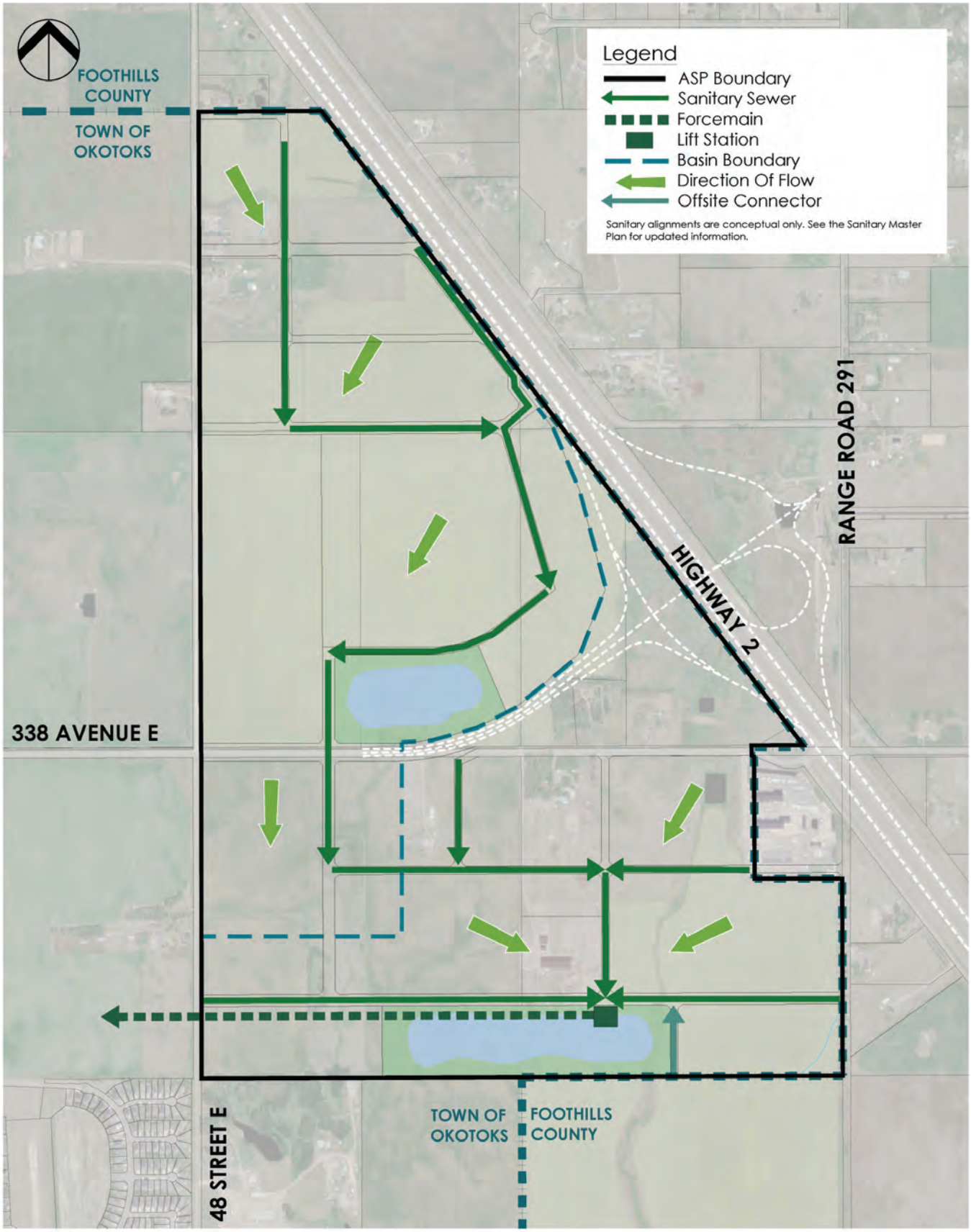
As illustrated on **Figure 11: Wastewater Servicing Concept**, wastewater servicing within the Plan Area will be supported by a comprehensive network of gravity sewer mains and distribution mains varying in size from 250 mm to 375 mm. A 375 mm sanitary force main will be required to pump wastewater effluent generated within the Plan Area to 32 Street East, where it will be conveyed by gravity to the Wastewater Treatment Plant situated just north of the Sheep River.

The extension of the municipal wastewater distribution network within the Plan Area will be provided by local developers. System wide upgrades to the Town's existing wastewater treatment plant as required to treat the effluent generated within the Plan Area, and to convey same to the WWTP via downstream infrastructure will be accommodated via the Town's Off-Site Levy Bylaw #04-20. Any over-sizing required to wastewater infrastructure within the Plan area that benefits other lands will be subject to appropriate cost recoveries.

Policies:

8.3.1.1	*The Plan Area will be supported by a comprehensive network of gravity sewer mains a sanitary force main varying in size from 250 mm to 375 mm, as generally illustrated by Figure 11: Wastewater Servicing Concept.*
8.3.1.2	*The specific alignment and sizing of wastewater distribution infrastructure within the Plan Area will be finalized at the NASP stage.*
8.3.1.3	*The extension of wastewater distribution mains within the Plan Area shall be constructed by local developers.*
8.3.1.4	*Any over-sizing of wastewater infrastructure in the Plan Area that benefits other lands will be subject to appropriate cost recoveries.*
8.3.1.5	*System wide upgrades to the Town's existing wastewater treatment plant as required to treat the effluent generated within the Plan Area, and to convey same to the WWTP via downstream infrastructure will be accommodated via the Town's Off-Site Levy Bylaw #04-20.*
8.3.1.6	*The design of wastewater infrastructure within the Plan Area shall be in accordance with the most recent version of the Town's General Design and Construction Specifications and engineering best practices.*
8.3.1.7	*The specific alignment of wastewater distribution infrastructure within the Plan Area will be finalized at the NASP stage.*
8.3.1.8	*An update to the **Okotoks Sanitary Servicing Study Update (2024**) shall be provided by local developers at the Neighbourhood Area Structure Plan stage.*

Figure 11: Wastewater Servicing Concept



8.4 Stormwater Management

The ***North Point Stormwater Master Drainage Plan (MDP) (2024)*** undertaken by Arcadis was prepared in support of this ASP to assess the surface drainage requirements necessary to service the proposed future development concept within the Plan Area. As illustrated by **Figure 12: Stormwater Management Concept**, the Plan Area contains three drainage sub-catchments, each of which will contain a stormwater management facility sized in accordance with the maximum unit area release rates and volume control retention targets.

The northern basin extends north from 338 Avenue to the northern limits of the plan area and includes an 8 ha pond, while the southern basin extends south from the 338 Avenue Original Government Road Allowance and south to the southern limits of the plan area and includes a 13 ha pond as well as the Integrity Building Products and Miller Supply and Carlock site (adjacent to the Plan Area's eastern boundary) located in Foothills County, as identified on **Figure 4** *and* **7**.

A third storm water management pond is located within the 338 Avenue/Highway 2 interchange lands and is intended to service the future interchange. This pond is also illustrated in **Image 2** and will be developed by Alberta Transportation and Economic Corridors. Both the northern 8 ha pond and the future interchange pond will discharge into the southern 13 ha pond such that stormwater can then discharge south into an existing natural drainage course, eventually making its way further south to the Sheep River. A comprehensive network of piped infrastructure supplemented by major overland drainage will be designed to divert surface drainage within each sub-catchment to the corresponding retention area. Onsite stormwater re-use is encouraged and will be detailed at the NASP stage.

In addition, developers must incorporate water reuse and stormwater use (WRSU) in their planning and design and implement WRSU totalling at least 6,250 m3 per year of water per quarter section of new development, as part of the development of a subdivision or property. Any deviation from this specification must be approved via a variance.

The Town's priorities for end uses of WRSU projects are as follows:

1. Irrigation of sports fields.
2. Watering of trees, shrubs, and other vegetation
3. Irrigation/watering of linear park spaces, and municipal reserves
4. Outdoor watering at commercial areas
5. Toilet flushing in commercial or industrial areas.

8. UTILITY SERVICING

Each WRSU project will be handled on a case-by-case basis. Involvement of stakeholders, including EPA, AHS, and Alberta Municipal Affairs, at the earliest meaningful opportunity (for example, at the conceptual design stage) will facilitate transparency, open discussion, early identification of any issues or opportunities, and help ensure the project goes as smoothly as possible. In addition, public information and consultation should be conducted after completion of conceptual design, but prior to starting detailed design.

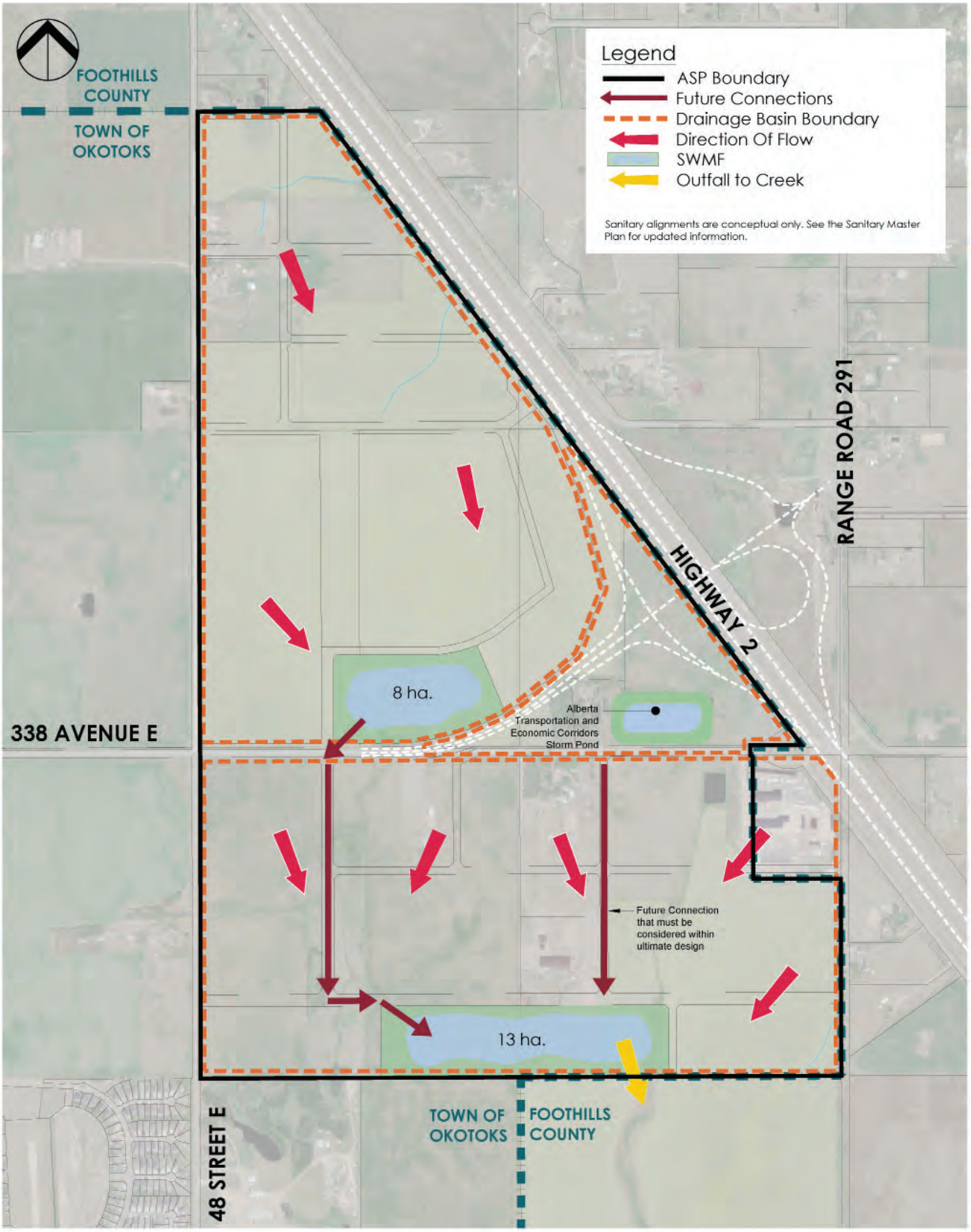
Developers must incorporate LID in their planning and design, ensuring that the existing natural hydrological systems are worked into storm water planning and are not dismantled in the built infrastructure.

All new developments shall meet or exceed the following runoff volume targets and requirements:

1. 250 mm for Industrial and Large Commercial sites.
2. 150 mm for Small Commercial and Multi-Family residential Sites.
3. Single family developments require all roof leaders are to be directed to absorbent/ resilient landscaping.

Staged Master Drainage Plans for each development shall be provided by each developer at the Neighbourhood Area Structure Plan stage, and shall be written in compliance, and complement the N***orth Point Stormwater Master Drainage Plan (MDP) (2024)***. Staged Master Drainage Plans and/or Pond Reports must indicate the amount of volume control achieved on a site-by-site basis and through centralized infrastructure (i.e. stormwater reuse). Calculations and analysis must be provided to demonstrate that annual runoff volumes have been minimized to a reasonably practical extent given context and site considerations. Any deviation must be approved via a variance.

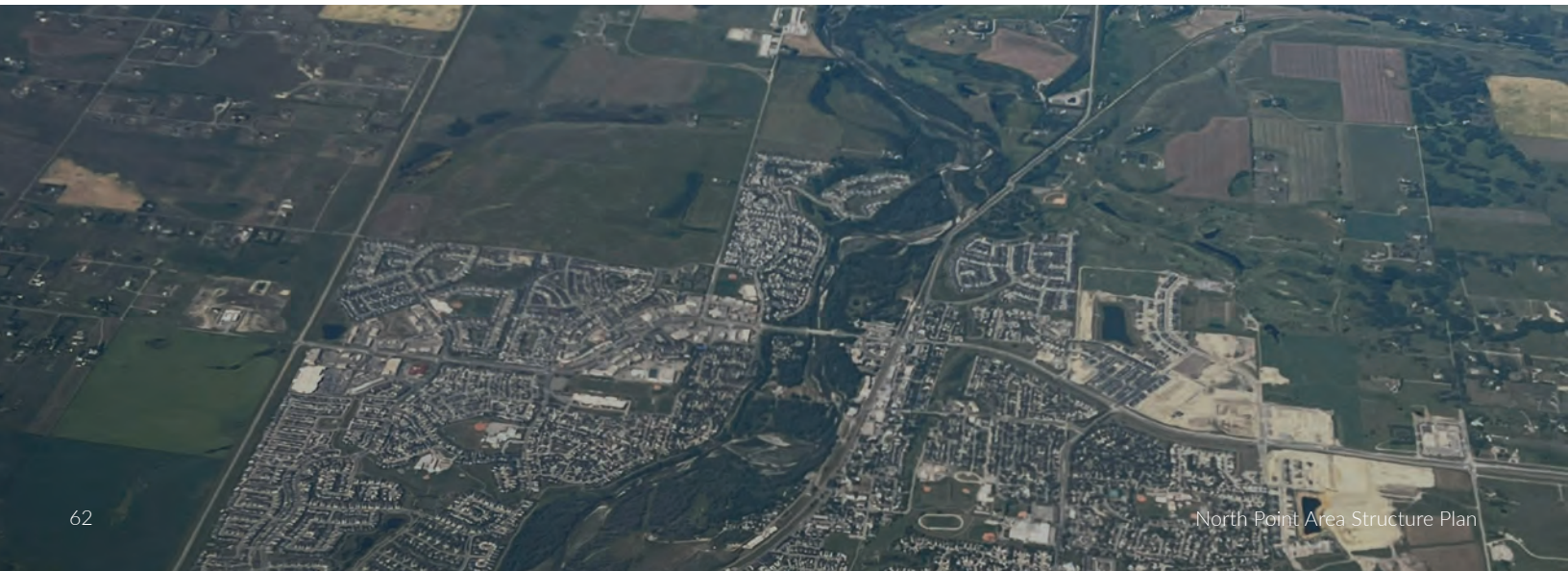
Figure 12: Stormwater Management Concept



8. UTILITY SERVICING

Policies:

8.4.1.1	*Stormwater facilities shall be generally located as shown in **Figure 12: Stormwater Management Concept**.*
8.4.1.2	*The extension of stormwater management infrastructure within the Plan Area shall be constructed by local developers.*
8.4.1.3	*Any over-sizing of stormwater management infrastructure in the Plan Area that benefits other lands will be subject to appropriate cost sharing arrangements.*
8.4.1.4	*The feasibility or preserving or enhancing existing natural assets will be evaluated and determined during detailed design.*
8.4.1.5	*A Staged Master Drainage Plan for each development as they occur shall be provided by each developer at the Neighbourhood Area Structure Plan stage, and shall be written in compliance, and complement the **North Point Stormwater Master Drainage Plan (MDP) (2024**).*
8.4.1.6	*Applicants must prepare and submit an initial water quality management plan (WQMP) in conjunction with the NASP stage, for each proposed WRSU project as per Public Health Guidelines for Water Reuse and Stormwater (AHS, 2021). The initial WQMP shall include a draft of the System Installation and Commissioning and System Operations components indicated by AHS.*
8.4.1.7	*All WQMPs shall be prepared and authenticated by a qualified Professional Engineer registered in Alberta.*
8.4.1.8	*Stormwater use infrastructure shall be installed on all storm ponds, including but not limited to pumps, distribution lines, control and treatment systems, oil/grit separator or equivalent, and a truck fill.*
8.4.1.9	*Infrastructure for the supply of storm pond water for irrigation shall be designed and installed in accordance with the City of Calgary Guidelines for Supply of Storm Pond Water for Irrigation Use, Guidelines for Supply of Storm pond Water for Irrigation Use Industry Bulletin June 2022, and Stormwater Management Facilities and Miscellaneous Items Industry Bulletin.*



8.4.1.10	*Storm ponds shall be capable of being drained to 50% of normal water volume by gravity.*
8.4.1.11	*Opportunities for collaboration on joint stormwater management should be explored in the interface between the Plan Area and the Highway 2/Highway 338 Interchange area.*
8.4.1.12	*Opportunities for Low Impact Development (LID), including source control methods, should be included in the design wherever feasible, to minimize the impact of rainwater runoff such as rain gardens, bio-swales and eco-friendly landscaping.*
8.4.1.13	*LID shall be incorporated into street design in accordance with City of Calgary Complete Streets Guide.*
8.4.1.14	*Opportunities for non-potable water servicing, such as stormwater reuse, should be explored throughout the Plan Area and shall be detailed at the Neighbourhood Area Structure Plan stage, especially in coordination with the future irrigation needs of the regional recreation facility.*
8.4.1.15	*Stormwater management facilities should typically be located on a public utility lot (including overland drainage) and not considered as part of MR dedication.*
8.4.1.16	*The ASP's stormwater management features will be designed as an aesthetically pleasing shape and landscaped to become a key neighbourhood feature.*

8.5 Interim 'Limited Servicing Strategy' Opportunities

As described in **Section 5.1** and **Section 5.3**, development may be approved by the Town, within the Logistics, Warehousing and Light Industrial precinct, prior to the extension of municipal servicing to and through the Plan Area. However, this development must be guided by an interim servicing strategy to occur at the NASP stage that must identify the required interim servicing solutions, and will only apply to those proposed developments that are considered as 'limited water users'.

Future interim servicing strategies shall be developed in general consistency with **Figure 7: Future Development Concept** and illustrate how proposed developments can be supported by temporary municipal servicing options such as potable water cisterns, sanitary holding tanks, and road right-of-way cross sections with open ditches. Additionally, this servicing strategy must accommodate appropriate levels of fire suppression and a stormwater management strategy designed to accommodate surface drainage within the NASP area(s) within the larger context of the overall ASP. Lastly, the strategy must establish how access to 338 Avenue E will be provided on an interim and ultimate basis pending the

construction of the interchange at Highway 2 and 338 Avenue E. The approval and installation of any interim servicing solutions will be considered sunk costs borne by the developers and will not absolve them of their financial responsibility towards contributions needed for permanent municipal servicing infrastructure.

All users shall be required to enter into Deferred Servicing Agreements with the Town to secure those responsibilities for connections to municipal servicing when it becomes available from the logical progression of contiguous development. It is acknowledged that the Town will register this Deferred Servicing Agreement against the certificate of title affecting all lands within the LWL precinct to outline responsibilities of existing / future landowners to tie into municipal utility and stormwater infrastructure when such becomes available.

Policies:

8.5.1.1	*To provide servicing direction for developments within the LWL Precinct, prior to the extension of municipal services, a 'Limited Servicing Strategy' shall be submitted at the Neighbourhood Area Structure Plan stage by the local developer that identifies interim servicing solutions, fire suppression strategies, stormwater management strategies, and access management strategies (pending the completion of the Highway 2 interchange). This 'Limited Servicing Strategy' shall also address how the area will transition to municipal servicing as they are extended into the area. The 'Limited Servicing Strategy' must detail:* *a.) How the future proposed development within the LWL Precinct can be supported by lower levels of municipal servicing such as potable water cisterns, sanitary holding tanks, and road right-of-way cross sections with open ditches.* *b.) The accommodation of appropriate levels of fire suppression and a stormwater management strategy designed to accommodate surface drainage within the NASP area within the larger context of the overall ASP.* *c.) Establish the method in which access to 338 Avenue E will be provided on an interim basis pending the construction of the interchange at Highway 2 and 338 Avenue E.*
8.5.1.2	*Based on a review of future subdivision / development applications, the Town may register a Deferred Servicing Agreement against the certificate of title of lands within the LWL Precinct to outline the responsibilities of existing / future landowners to tie into municipal utility and stormwater infrastructure when such becomes available.*
8.5.1.3	*Only those proposed developments that are considered 'limited water users' will be considered to qualify for interim servicing within the LWL Precinct. 'Limited water users' are those developments that have low water and low sanitary needs, and also demonstrate readiness to develop but who may be limited by their parcel location east or north of planned servicing. This information must be identified by the 'Limited Servicing Strategy' as required during the NASP stage.*

9. IMPLEMENTATION

9.1 Plan Adoption

In accordance with Part 7 of the Municipal Government Act, once the North Point ASP receives three readings by the Town's Council, and approval from the Calgary Metropolitan Region Board (CMRB), it will become a statutory planning document of the Town of Okotoks.

9.2 Neighbourhood Area Structure Plan Process

Unless otherwise stated in this Plan, for local developers to advance development within any of the ASP's policy areas, Council must first adopt a NASP. The purpose of a NASP is to provide for a more detailed land use, transportation, and servicing framework to guide subsequent land use amendment and subdivision applications.

Policies:

9.2.1.1	*A NASP application shall be approved for a specific land area prior to subdivision and development of the land.*
9.2.1.2	*All subsequent NASP applications shall be consistent with the North Point ASP.*
9.2.1.3	*A geotechnical report shall be submitted at the NASP stage.*
9.2.1.4	*Submitted NASPs and all supporting reports shall be prepared in accordance with the Town's Terms of Reference for the preparation of ASPS and NASPs, General Design & Construction Specifications, and Landscape Design and Construction Specifications.*

9.3 Development Phasing

Future subdivision and development within the North Point ASP is expected to proceed in accordance with a series of staged and sequential NASP approval processes, developed in alignment with **Figure 13: Development Staging**. As guided by the policy framework of this Plan, phasing boundaries should be delineated by the anticipated sequencing of growth based on efficient servicing, logical planning considerations, and local developer aspirations, and market readiness.

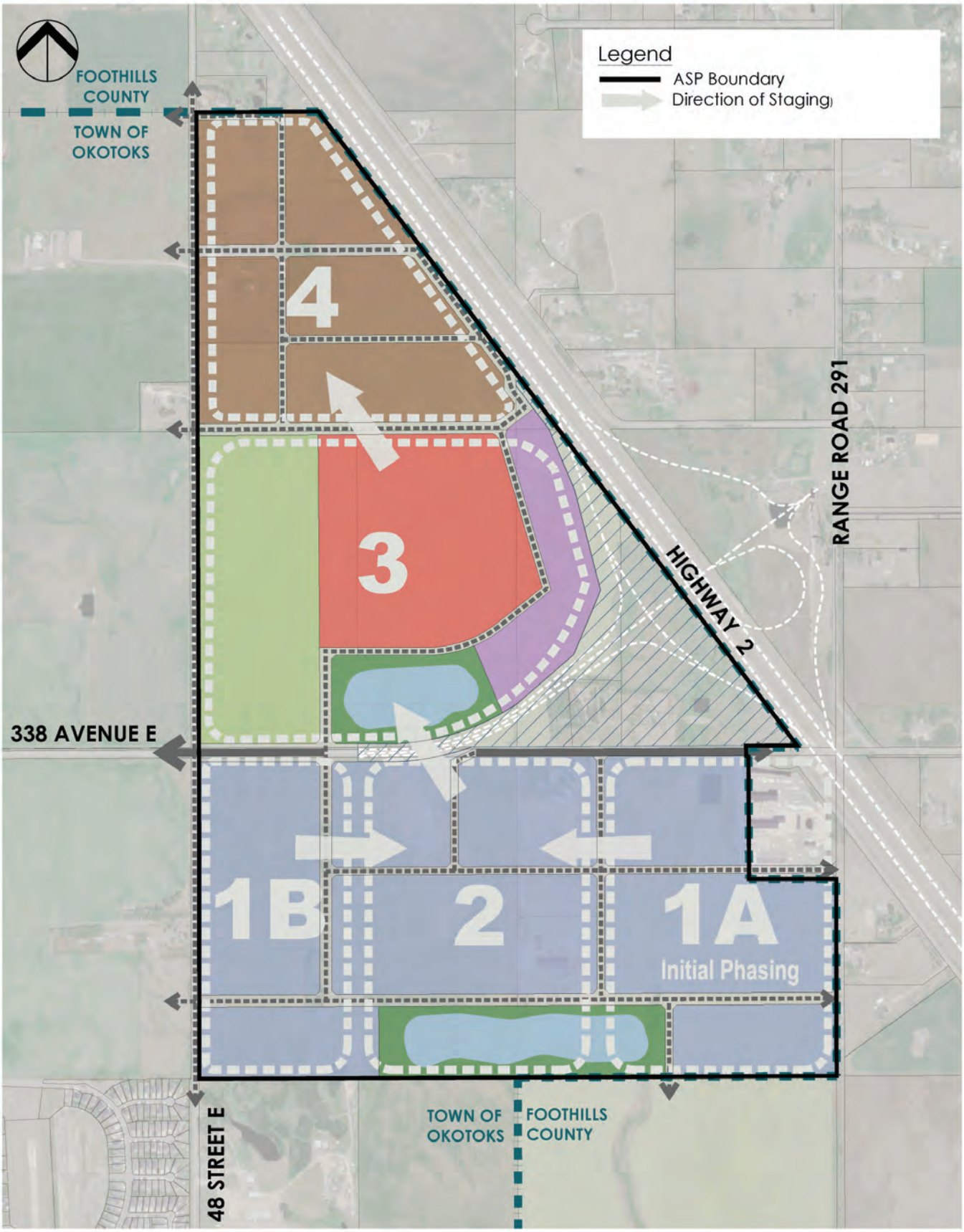
As illustrated by **Figure 13: Development Staging**, future development within the Plan Area is expected to occur initially within the west section of the LWL Precinct, followed by the development of the balance of the LWL Precinct within its eastern portion. The eastern portion of the LWL Precinct will require the extension of infrastructure from the Trilogy Plains neighbourhood.

All future development within the Plan Area shall be supported by adopted NASP(s) prepared in accordance with the applicable sections of this ASP.

Future phasing of development within the balance of the North Point is generally expected to proceed radiating from the southwest portion of the Plan Area, then towards north into the IE Precinct, following alignments of leading transportation and utility servicing infrastructure.

photo credit:Lindsay Thompson

Figure 13: Development Staging



Policies:

9.3.1.1	*Future development within the Plan Area is expected to begin within the eastern portion of the LWL Precinct, lands and move west within this Precinct generally in conformity with* **Figure 13 – *Development Staging*.**
9.3.1.2	*Future development within the balance of the North Point ASP is generally expected to proceed radiating from the southwest portion of the Plan Area, towards its north and eastern portions, following alignments of leading transportation and utility servicing infrastructure.*
9.3.1.3	*As guided by the policy framework of this Plan, phasing boundaries should be delineated by the anticipated sequencing of growth based on efficient servicing, logical planning considerations, and local developer aspirations and market readiness.*

9.4 Plan Amendment

Given the 20 – year development horizon of this Plan, the ASP may be amended from time to time to remain current relative to the evolving planning policy and development context within the Town of Okotoks and surrounding area. Any significant changes to the Town of Okotoks Municipal Development Plan as well as other statutory Town planning documents that have implications for the future of the plan area should be accounted for in future amendments to this ASP.

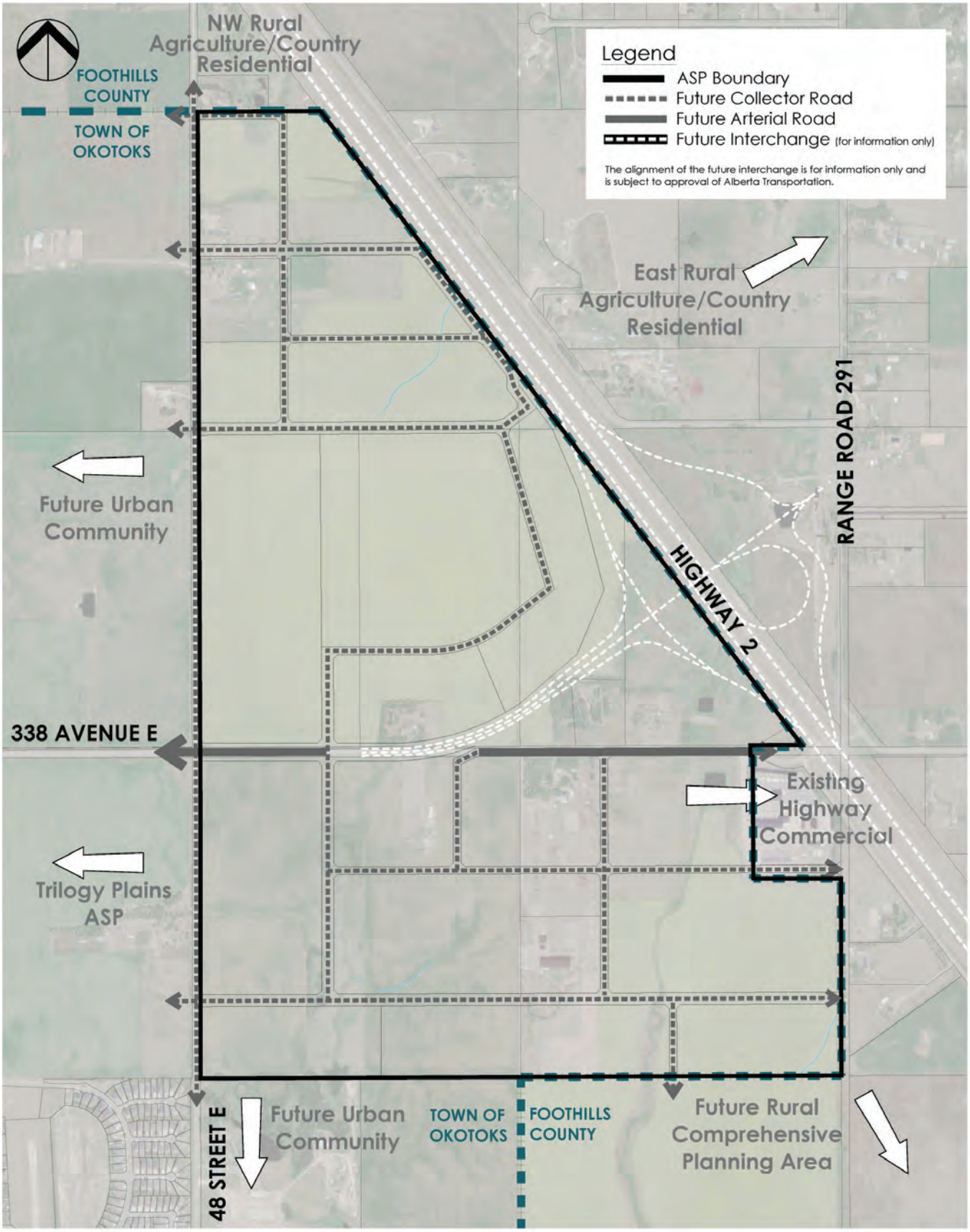
9.5 Intermunicipal Collaboration and Coordination

The implementation of best practices relative to intermunicipal collaboration and cooperation facilitates more strategic land use and infrastructure planning at the local and regional scale. In fact, it is mandated by several higher order statutory policies as well as the recently adopted Calgary Metropolitan Region Board (CMRB) Growth Plan.

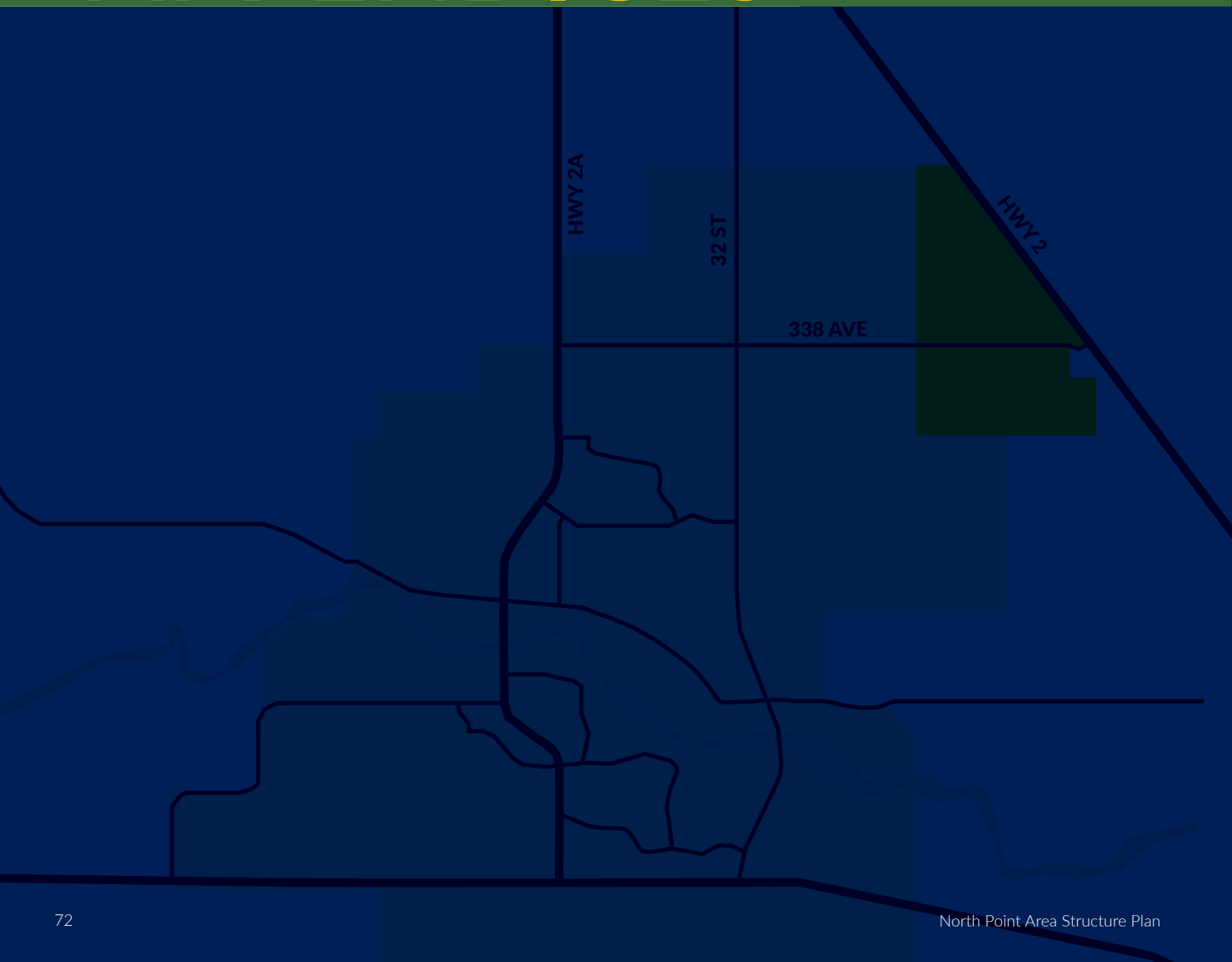
The North Point ASP shares a significant boundary with Foothills County. As such, the planning of future development in this area must take into consideration strategies to address matters of intermunicipal interest such as land use transitioning, transportation and active mobility network alignments, future utility servicing alignments, stormwater management patterns, environmental planning, and shared coordination of service delivery such as fire, police, library and recreation.

As illustrated by **Figure 14: Community Interface Areas**, the future development concept has been prepared to consider the matters previously referenced by aligning future land use and infrastructure alignments in a manner designed to achieve triple bottom line outcomes for both the Town and the County. Accordingly, the Town is committed to involving the County in the ongoing planning processes contemplated by the North Point ASP over the anticipated 20 – year development horizon of this Plan.

Figure 14: Community Interface



North Point Area Structure Plan
APPENDICES



Appendices

Appendix A: North Point ASP - Background Policy Summary and Initial Findings Report

APPENDIX B: Eco-Industrial Ecosystem Details

A study published in 1993 by the Massachusetts Institute of Technology, which explores the development and operations of industrial ecosystems and industrial symbiosis, notes that the benefits of Eco-Industrial Parks are as follows:

- Allows for a reduction in the use of virgin materials as resource inputs;
- Reduces pollution outputs;
- Increases systemic energy efficiency leading the reduced systemic energy use;
- Reduces the volume of waste products requiring disposal; and an
- Increases the amount and types of process outputs that have market value[7].

This study also identifies the characteristics of a fully developed Eco-Industrial Park, which also provides some basic strategies for their successful development, as follows:

- The design of the park is integrated with the characteristics and constraints of local ecosystems;
- Energy efficiency is maximized through facility design or rehabilitation, co-generation, energy cascading, and other means to:
  - Achieve higher efficiency through inter-plant energy flows; and
  - Use of renewable sources extensively;
- Pollution prevention is emphasised, especially with toxins;
- The re-use and recycling of materials among the Eco-Industrial enterprises is maximized;
- Toxic material risks are reduced through integrated site-level waste treatment;
- The enterprises within the park are linked to companies in the surrounding region as consumers and generators of usable water flows;
- The right mix of companies are included in the park to best use by-products;
- Continuous improvement in environmental performance is ongoing for individual companies and the park as a whole;
- The park operates a site-wide information system that supports inter-company communications, informs members of local environmental conditions, and provides feedback on Eco-Industry performance;
- New construction follows best environmental practices in materials selected and building technology, including recycling and reuse of materials[8].

[7] Gertler, Nicholas (1993). Industrial Ecosystems: Developing Sustainable Industrial Structures. Massachusetts Institute of Technology, pp. 16.
[8] Gertler, Nicholas (1993). Industrial Ecosystems: Developing Sustainable Industrial Structures. Massachusetts Institute of Technology, pp. 64.

The creation and design of a successful Eco-Industrial Park should consider the following guidelines:

- Co-location of symbiotic enterprises is an essential component of the application of industrial ecology concepts and practices;
- Community participation in the earliest design phase of Eco-Industrial Park development is critical to ensure ownership and build capacity at the local level to take responsibility for its on-going development and management;
- The role of government (federal, provincial, and municipal) in facilitating the development and management of Eco-Industrial Parks is especially important in the areas of permitting, enforcing, and working within a flexible regulatory framework, and the provision of common infrastructure; and
- Incentives must be provided to park participants to continuously improve their performance in environmental and social terms – these incentives could be provided through regulatory flexibility[9].

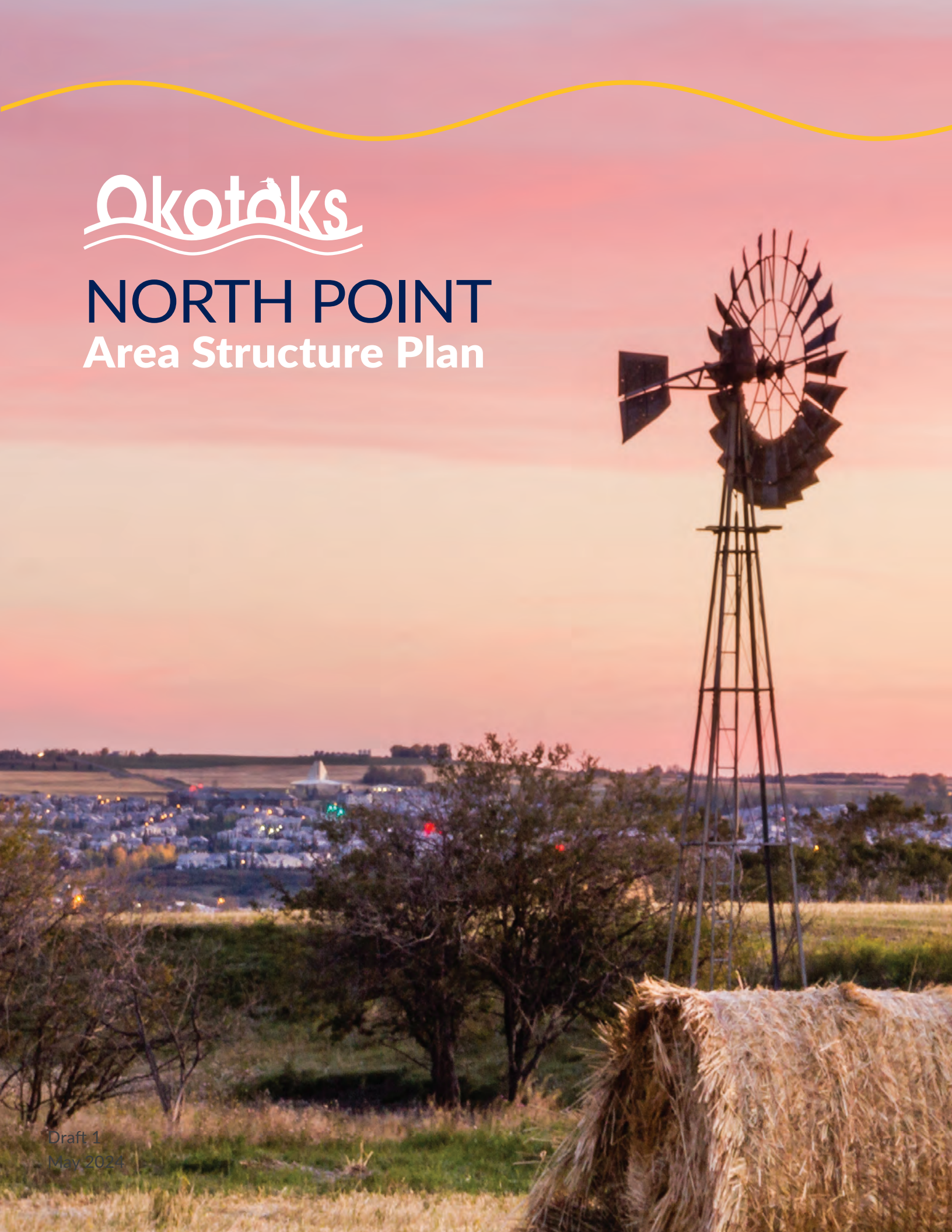
APPENDIX C: Supporting Reports and Studies
(under separate cover)

1. Limited Phase One Environmental Site Assessment, Basin Environmental Ltd., January 2022
2. Biophysical Overview, Trace Associates, February 2022
3. North Point Water Servicing, CIMA+, November 2023
4. North Point Stormwater Master Drainage Plan, Arcadis, January 2024
5. Okotoks Sanitary Servicing Study Update, ISL, March 2024
6. Traffic Impact Assessment, WATT, May 2024

[9] Gertler, Nicholas (1993). Industrial Ecosystems: Developing Sustainable Industrial Structures. Massachusetts Institute of Technology, pp. 76.

Okotoks

NORTH POINT
Area Structure Plan



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