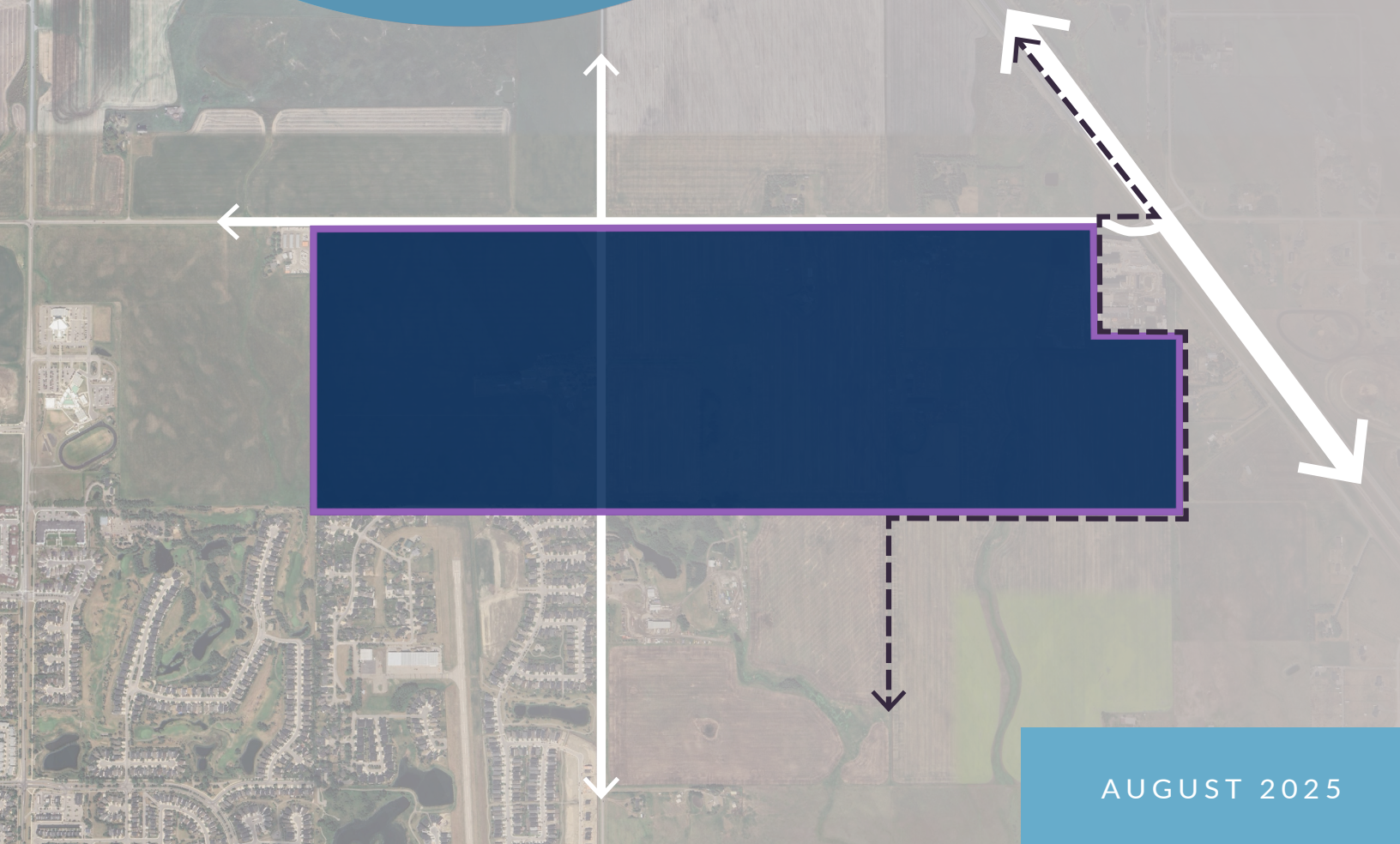
Thunder Stone Junction

Neighbourhood Area Structure Plan

What We Learned



AUGUST 2025

Purpose

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

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

The WWLR will be shared with the project team to ensure feedback is considered in plan development alongside Town comments and technical studies. It will also accompany the final plan submission to Council.

PROJECT BACKGROUND

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

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

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

Engagement Overview

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

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

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

WHO DID WE ENGAGE?

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

PARTICIPATION

40
Open house attendees

23
Survey responses
(9 hardcopy and 14 online)

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

Timeline

MAR
NASP Project start

APR
Launch of dedicated project webpage

APR TO JUN
Concept development and initial landowner engagement

JUN
Open house landowner invitation mailout
Early June

JUN
Open House: June 24, 2025
Online Engagement: June 25-30, 2025

JUL 1
Election period begins (public webpage updates and focused impacted party engagement will continue)

AUG TO SEP
Anticipated first draft NASP submission

SEP TO OCT
Plan revision and refinement

OCT TO NOV
Anticipated second draft NASP submission

NOV TO DEC
Plan finalization, engagement report back to public

2026 Q1
Council process and approvals

ENGAGEMENT TIMING

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

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

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

An opportunity to review the draft plan and provide feedback or ask questions will be made available online this fall.

Community Engagement

SHAPE OUR TOWN

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

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

ENGAGEMENT ACTIVITIES

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

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

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

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

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

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

What We Learned

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

OPEN HOUSE FEEDBACK

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

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

What We Learned

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

SURVEY FEEDBACK

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

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

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

What Happens with Feedback?

The Thunder Stone Junction NASP is being developed considering a range of input from plan area landowners, impacted parties, the public, Town of Okotoks Planning and technical experts from the Town and consultant team. This WWLR will be shared with the project team to ensure public feedback is considered in plan development alongside Town comments and technical studies.

A first draft of the NASP is anticipated to be prepared for Town administrative review in August 2025. Once reviewed and revised, the draft will be posted publicly for online viewing. A digital engagement opportunity to review the draft plan and provide feedback or ask questions will be made available online after the election (anticipated November 2025). A final WWLR will be completed to capture all feedback provided throughout the engagement process.

The WWLR is public and will be made available on the webpage for this project: **shapeourtown.okotoks.ca/thunder-stone-junction.** It will also accompany the final plan submission to Council.

Appendix A

VERBATIM RESPONSES

Survey

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

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

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

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

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

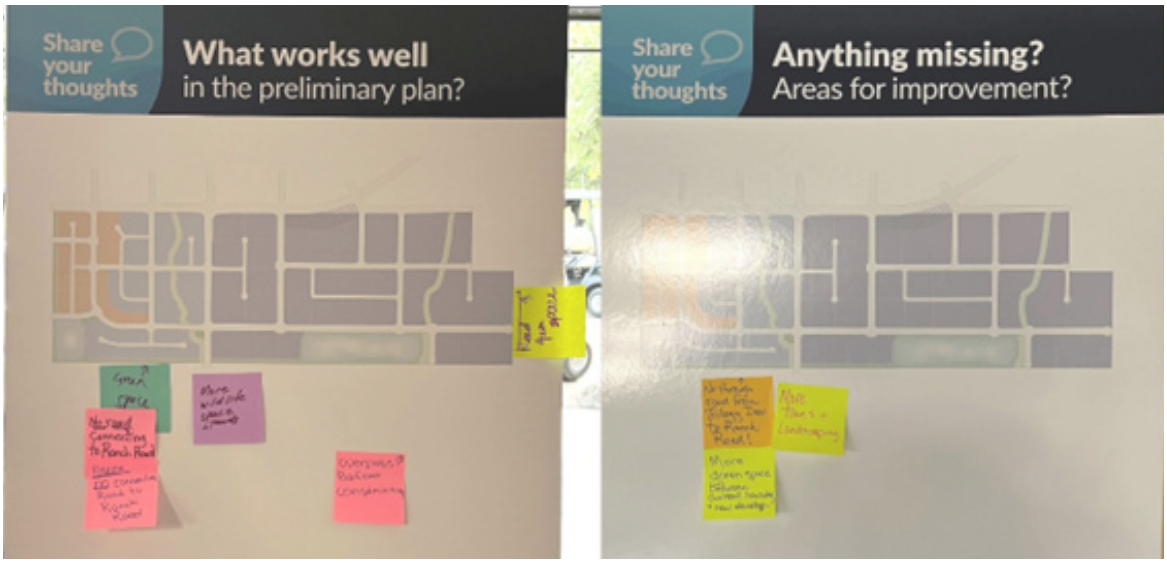
Question 3: Do you have any suggestions for areas of improvement or is anything missing?
It should never have been approved in the first place. Poorly thought out and lacks infrastructure.
We would like to see a green space border us from this devolopment on the north end. Also due to there being increased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

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

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

Sticky Notes

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



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

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

Appendix B

OPEN HOUSE BOARDS

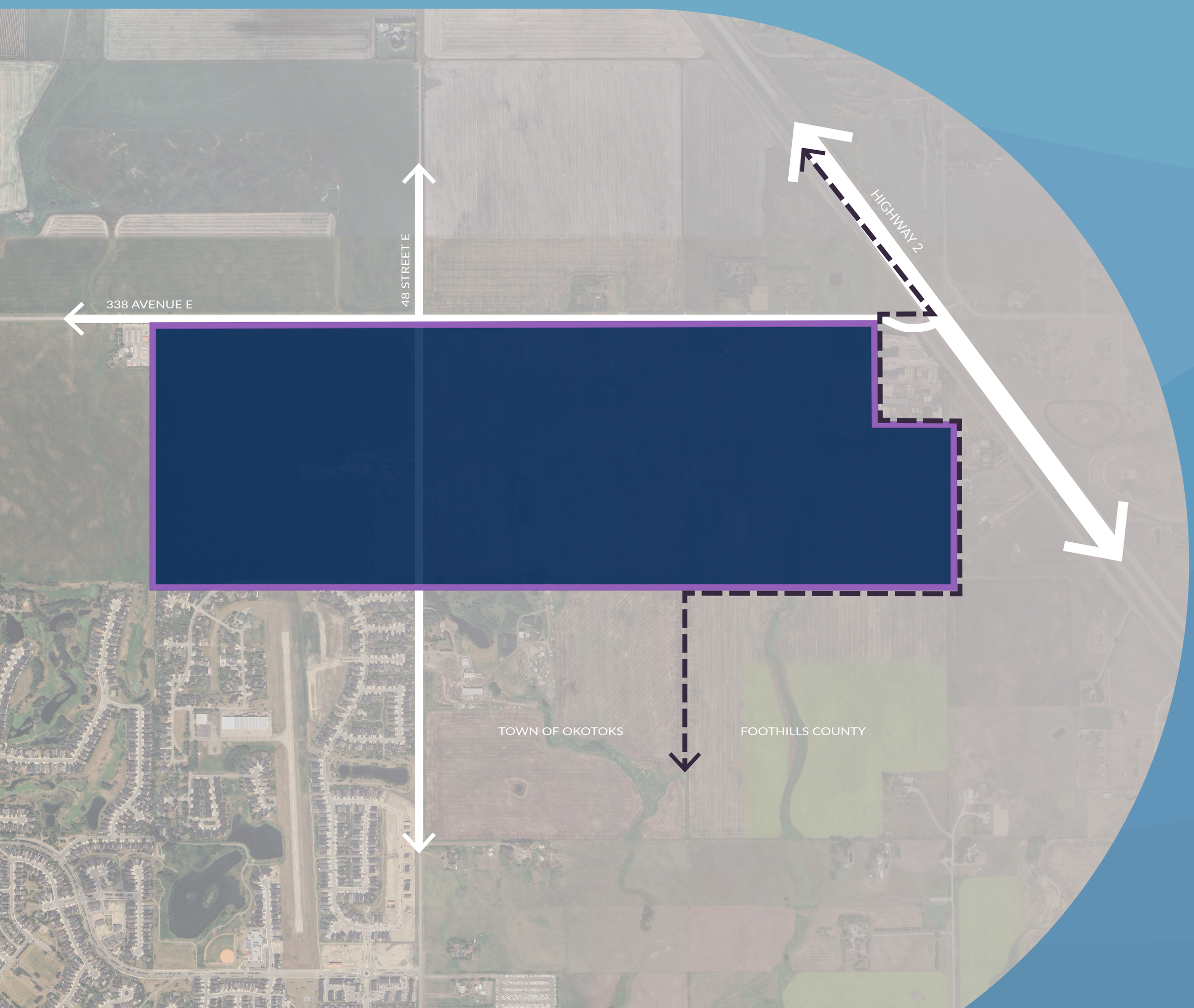
Okotoks

WELCOME TO THE

THUNDER STONE JUNCTION

Neighbourhood Area Structure Plan

Open House



Land Acknowledgement

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

Engagement
& Session Overview

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

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

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

Why engage now?

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

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

When can I see a full draft plan?

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

How will my feedback be used?

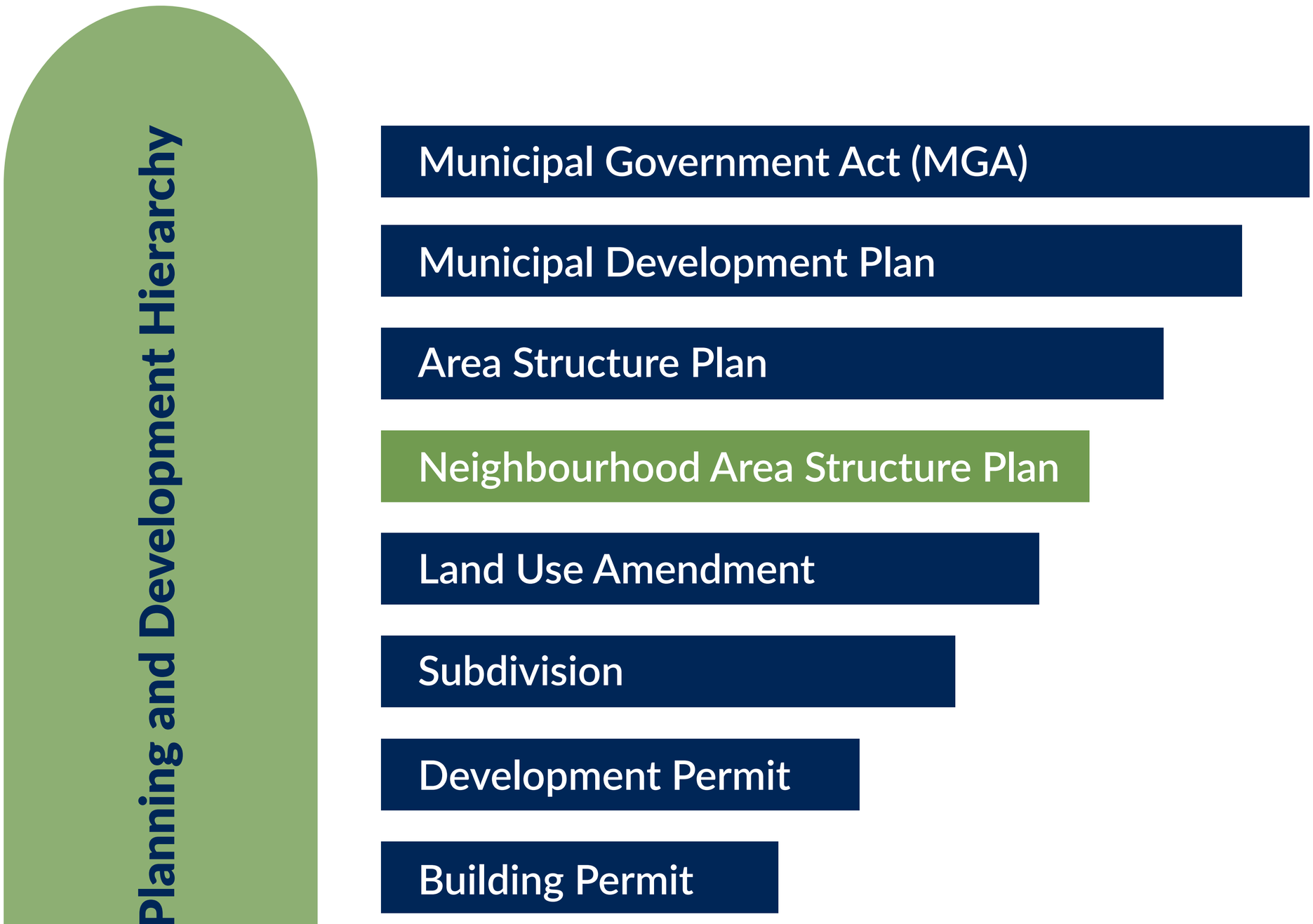
Engagement feedback collected will be compiled into a What We Learned Report (WWLR) and considered in plan development alongside Town comments and technical studies. The WWLR will accompany the final plan submission to Council.

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

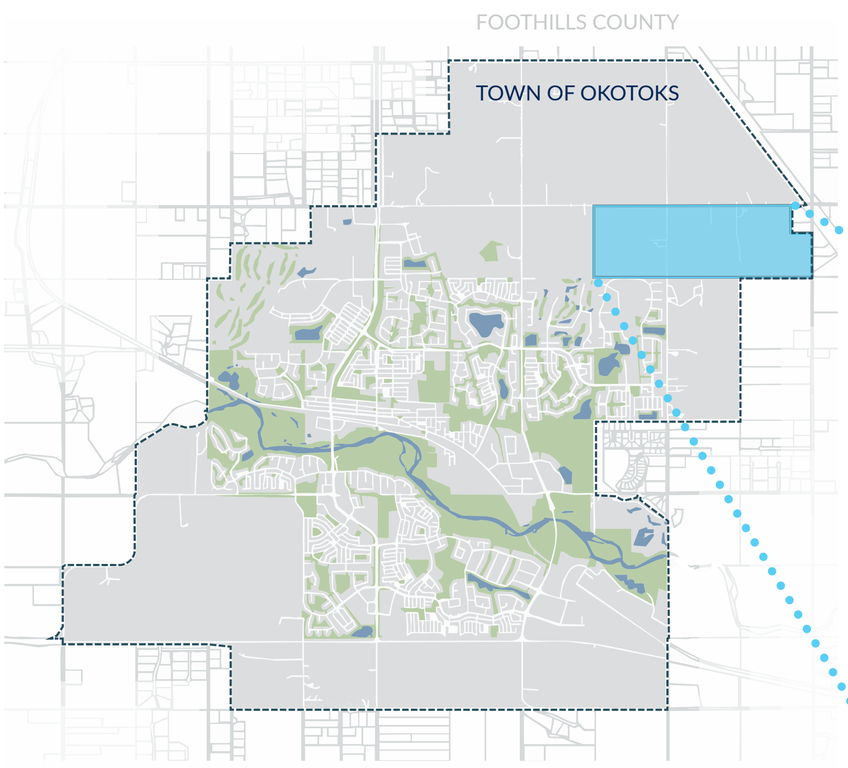
Neighbourhood Area Structure Plans (NASP) are statutory plans under the Municipal Government Act that require Council approval. NASPs provides a greater level of detail than an Area Structure Plan (ASP), typically at the neighbourhood level. These plans are used to guide the re-designation, subdivision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

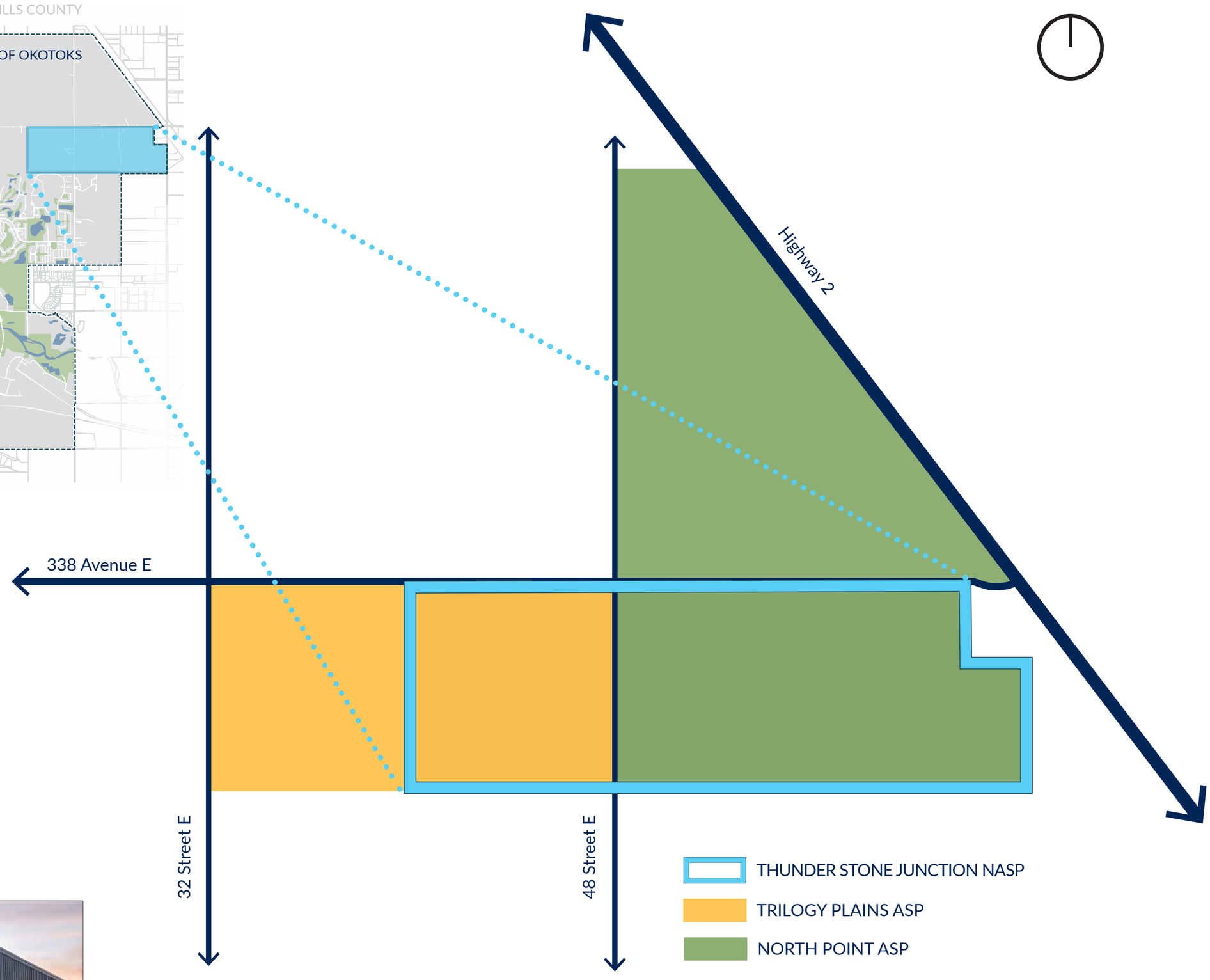
NASPs include conceptual details and information for:

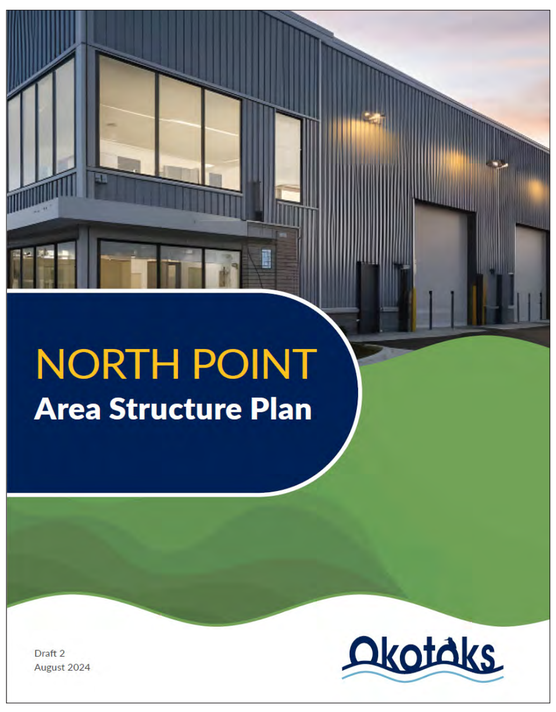
- Neighbourhood vision and guiding principles
- Proposed land uses and expected densities and distribution
- Transportation routes and road network
- General location of water, sanitory, and stormwater utilities
- Phasing of development
- Any other matters that Administration and/or Council considers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



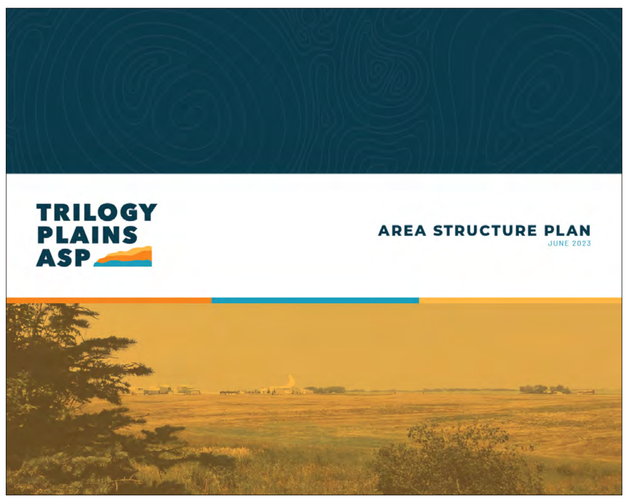
Plan & Policy Context







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



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

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

Vision & Goals

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

The NASP will:

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

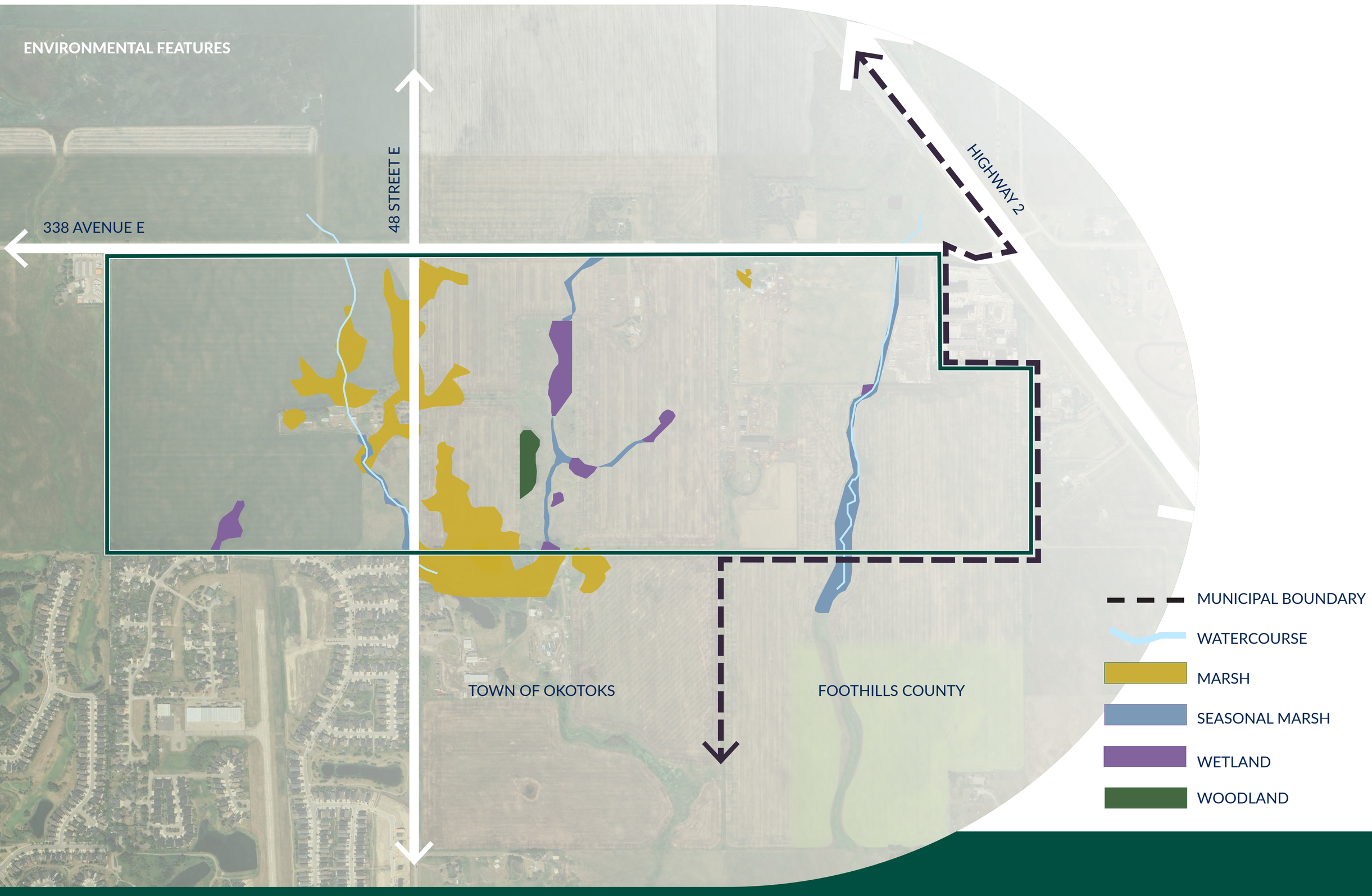
Existing Plan Area

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

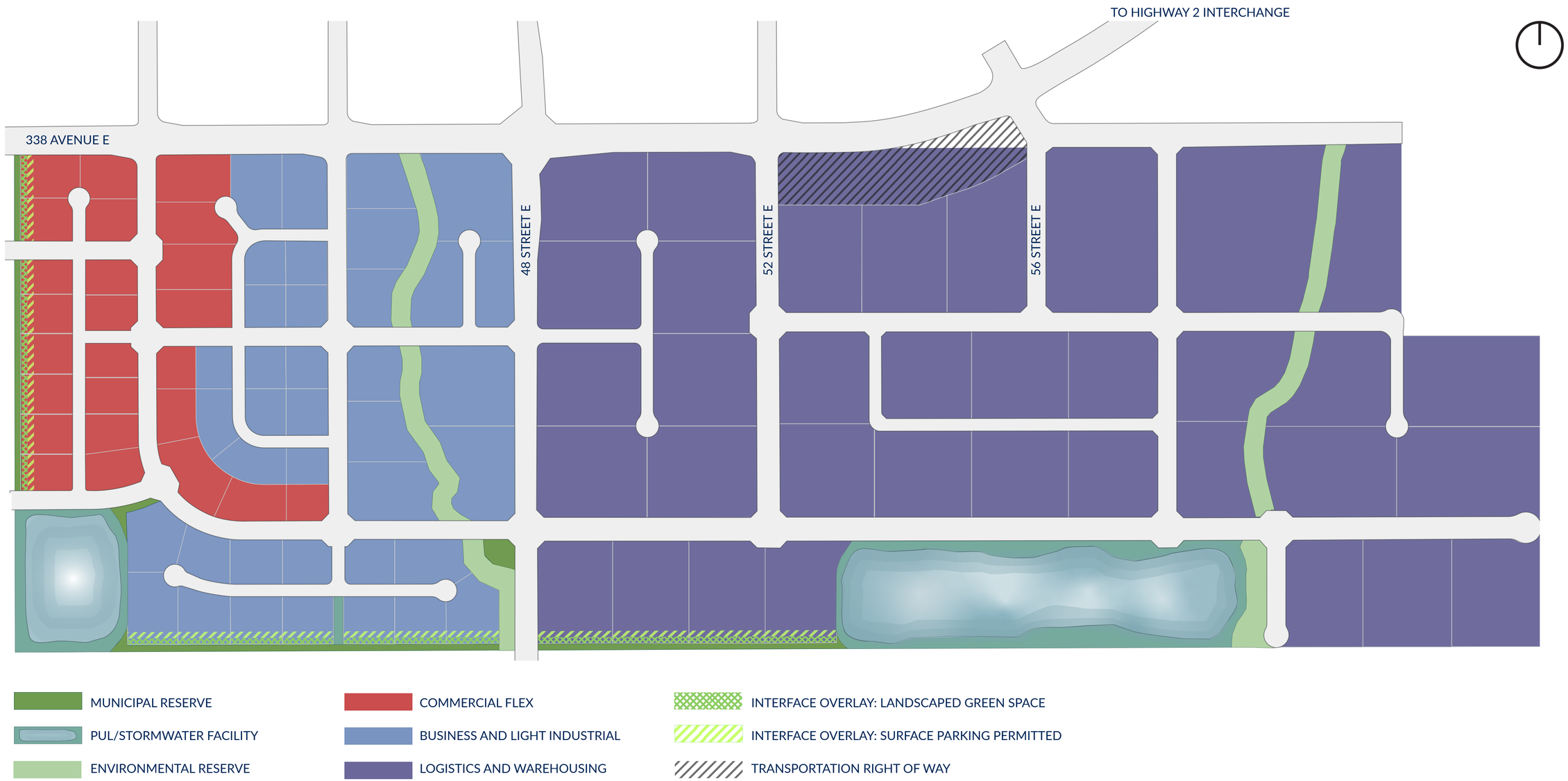
A number of technical studies and reports are being undertaken to better understand the plan area as it exists today including opportunities and constraints that may impact future development. ***These studies include:***

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

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



DRAFT Land Use Concept



DRAFT DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE

DRAFT Land Use Concept

Commercial Flex Area

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

Business and Light Industrial

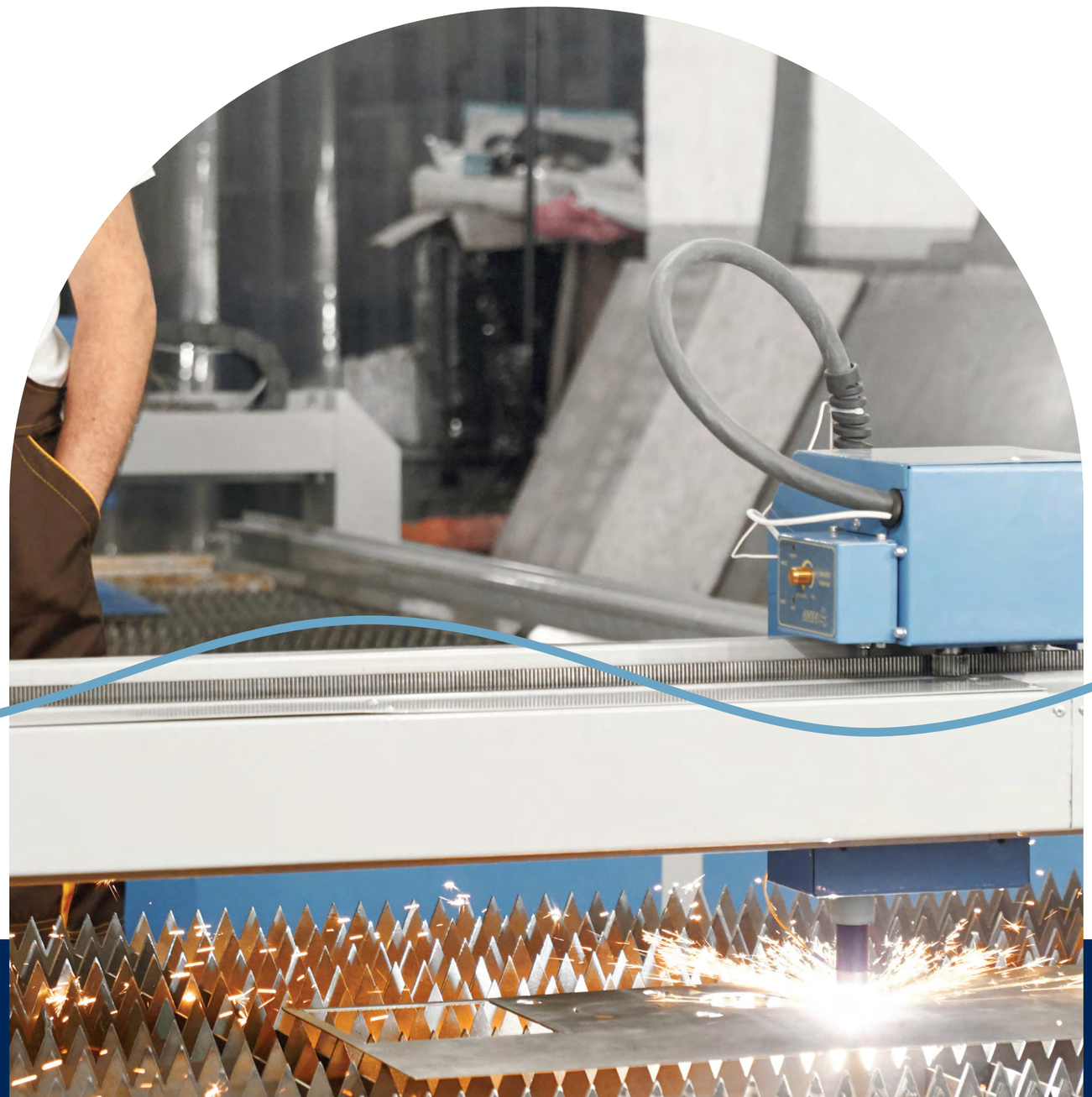
The business and light industrial area is intended to accommodate uses such as business, food, and construction services as well as prestige light industrial.

Logistics and Warehousing

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

Municipal Reserve

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



Employment-Residential Interface Areas

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

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

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

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

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

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

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

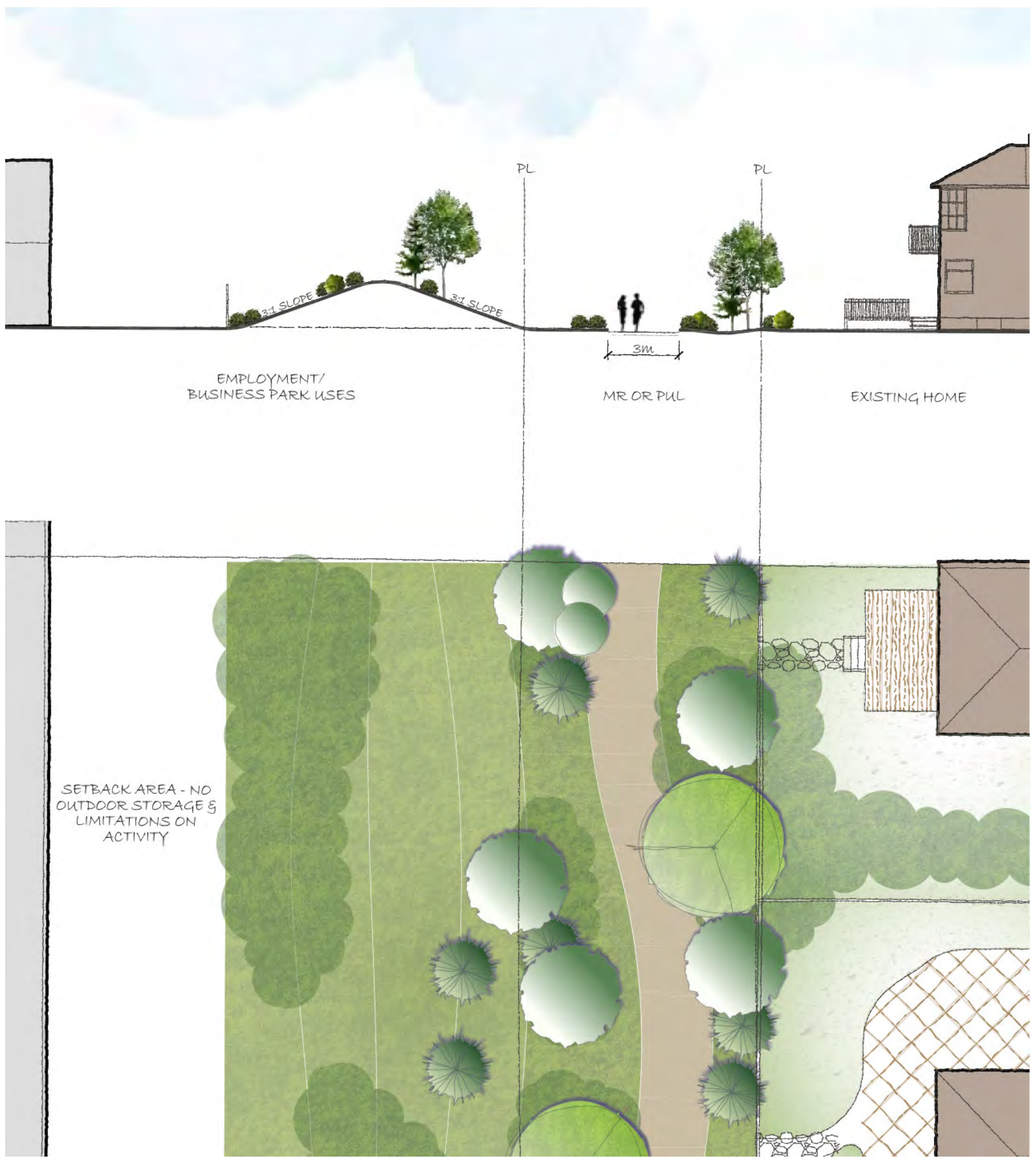
  i) The MR should contain a linear park / buffer area that consists of a 3.0 metre multi-use regional pathway and significant landscaping constructed along the southern edge of the plan area to connect to 48th Street and the stormwater pond

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

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

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

Example Linear Park between Residential and Employment Uses



Policy and figure from Trilogy Plains ASP

Mobility and **Open Space**

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

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

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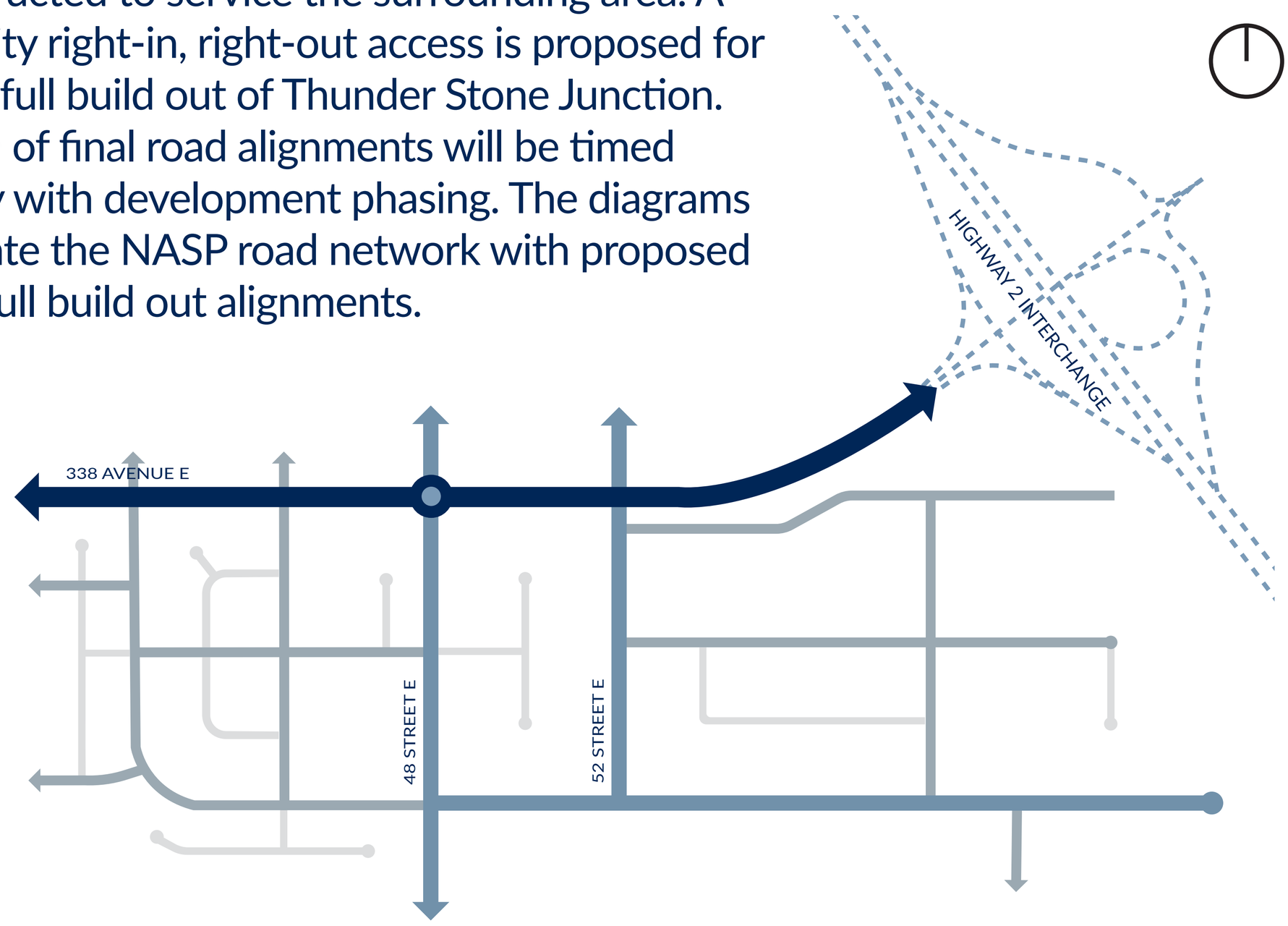
Transportation

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

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

PROPOSED INTERIM ROAD NETWORK



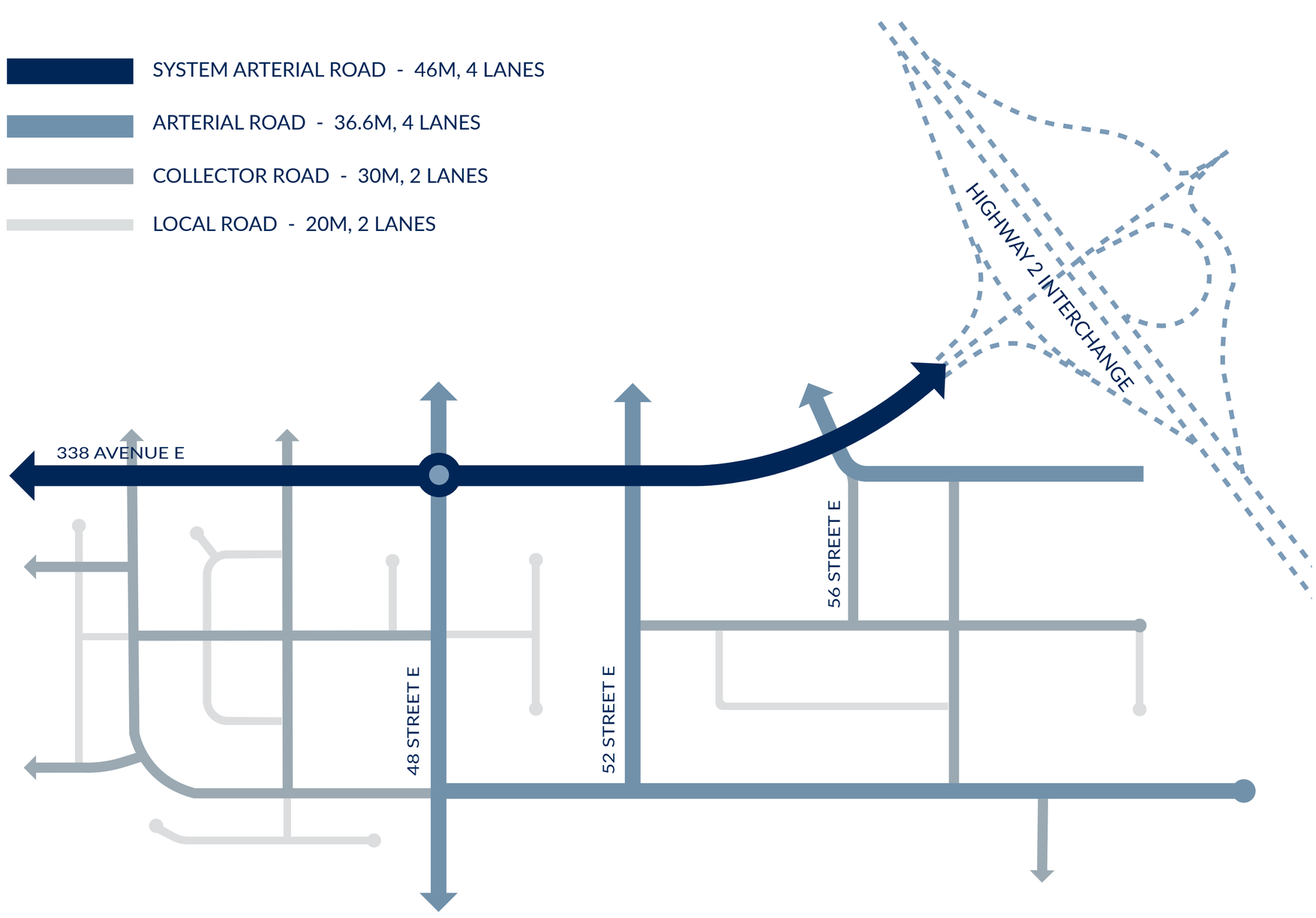
SYSTEM ARTERIAL ROAD - 46M, 4 LANES

ARTERIAL ROAD - 36.6M, 4 LANES

COLLECTOR ROAD - 30M, 2 LANES

LOCAL ROAD - 20M, 2 LANES

PROPOSED FULL BUILD OUT ROAD NETWORK



DRAFT DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE

Development Servicing

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

AUG

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

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

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

AUG

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

Next Steps / Anticipated Timeline

JUN

Public open house

JUL TO AUG

Plan refinement and technical studies development

AUG

Draft NASP and technical studies anticipated for Town administrative review

SEP TO OCT

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

OCT

Second Draft NASP anticipated for administrative review

NOV TO DEC

Plan finalization and report back to the public and stakeholders

2026 Q1

Council process and approvals

Appendix C

SURVEY

Thunder Stone Junction Neighbourhood Area Structure Plan - Open House

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

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

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

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

Okotoks

For project updates and more information please visit:

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