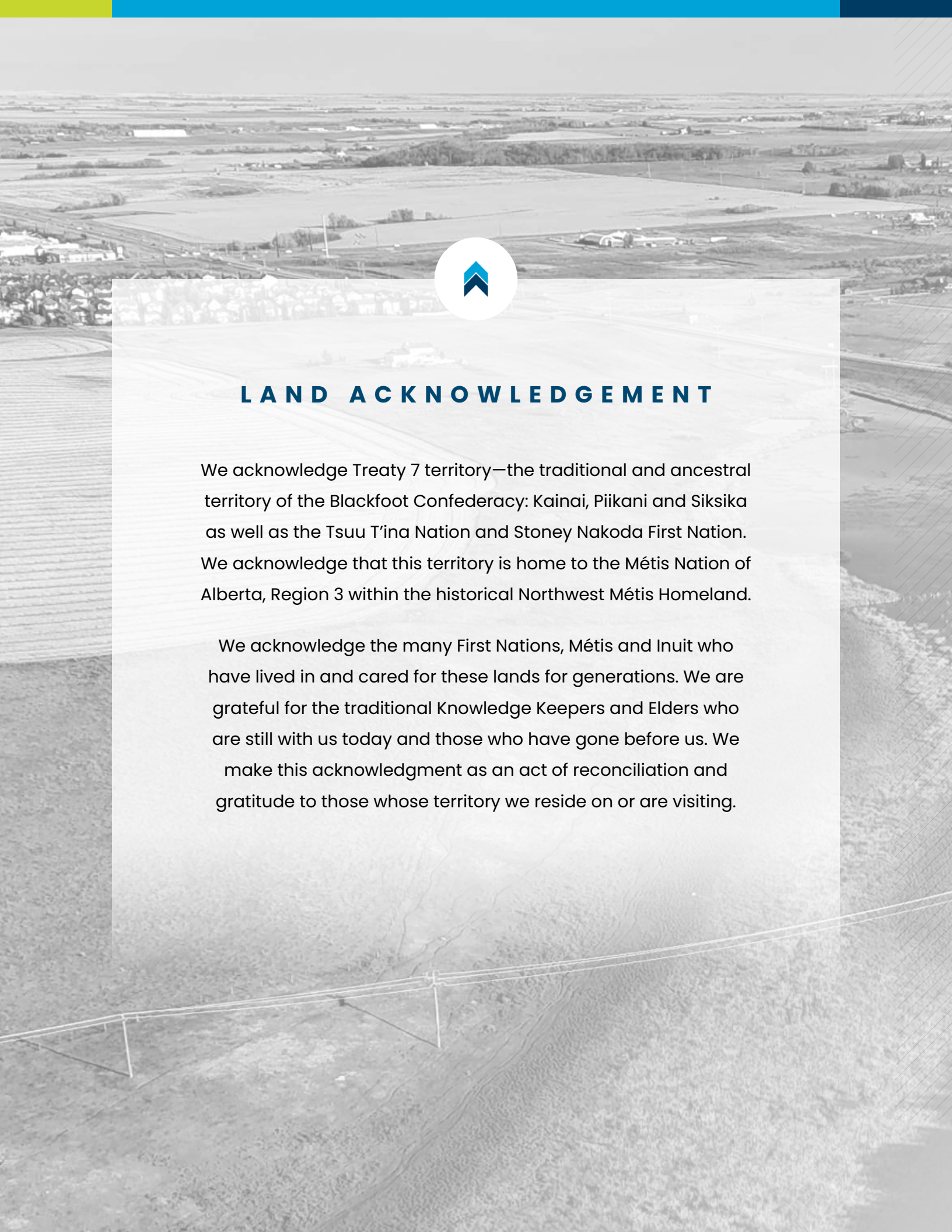
May | 2026

Hopewell®

SOUTHWEST OKOTOKS NEIGHBOURHOOD AREA STRUCTURE PLAN

SUBMITTED: MAY 21, 2026
BYLAW NO: TBD
ADOPTED: TBD

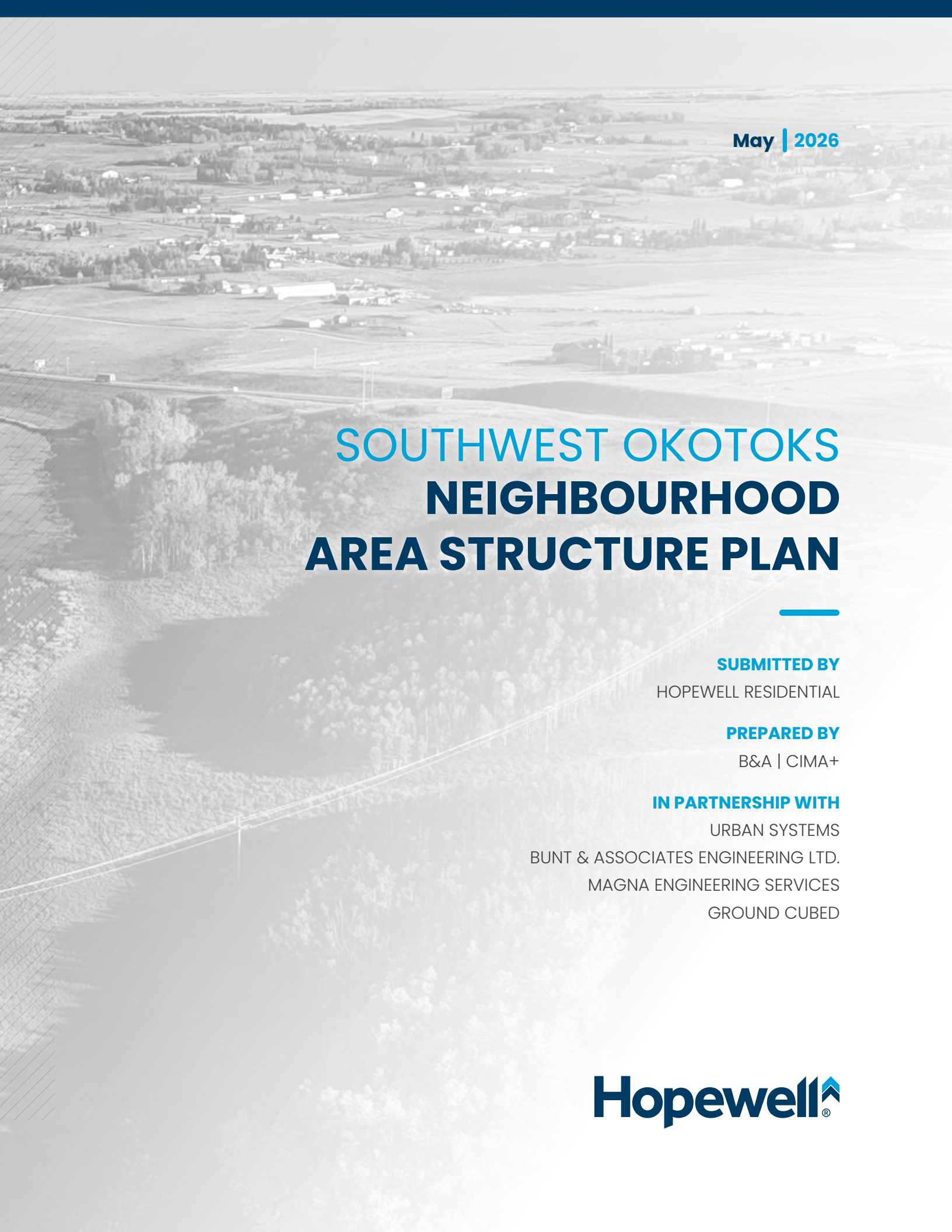
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LAND ACKNOWLEDGEMENT

We acknowledge Treaty 7 territory—the traditional and ancestral territory of the Blackfoot Confederacy: Kainai, Piikani and Siksika as well as the Tsuu T'ina Nation and Stoney Nakoda First Nation. We acknowledge that this territory is home to the Métis Nation of Alberta, Region 3 within the historical Northwest Métis Homeland.

We acknowledge the many First Nations, Métis and Inuit who have lived in and cared for these lands for generations. We are grateful for the traditional Knowledge Keepers and Elders who are still with us today and those who have gone before us. We make this acknowledgment as an act of reconciliation and gratitude to those whose territory we reside on or are visiting.



May | 2026

SOUTHWEST OKOTOKS
NEIGHBOURHOOD AREA STRUCTURE PLAN

SUBMITTED BY

HOPEWELL RESIDENTIAL

PREPARED BY

B&A | CIMA+

IN PARTNERSHIP WITH

URBAN SYSTEMS

BUNT & ASSOCIATES ENGINEERING LTD.

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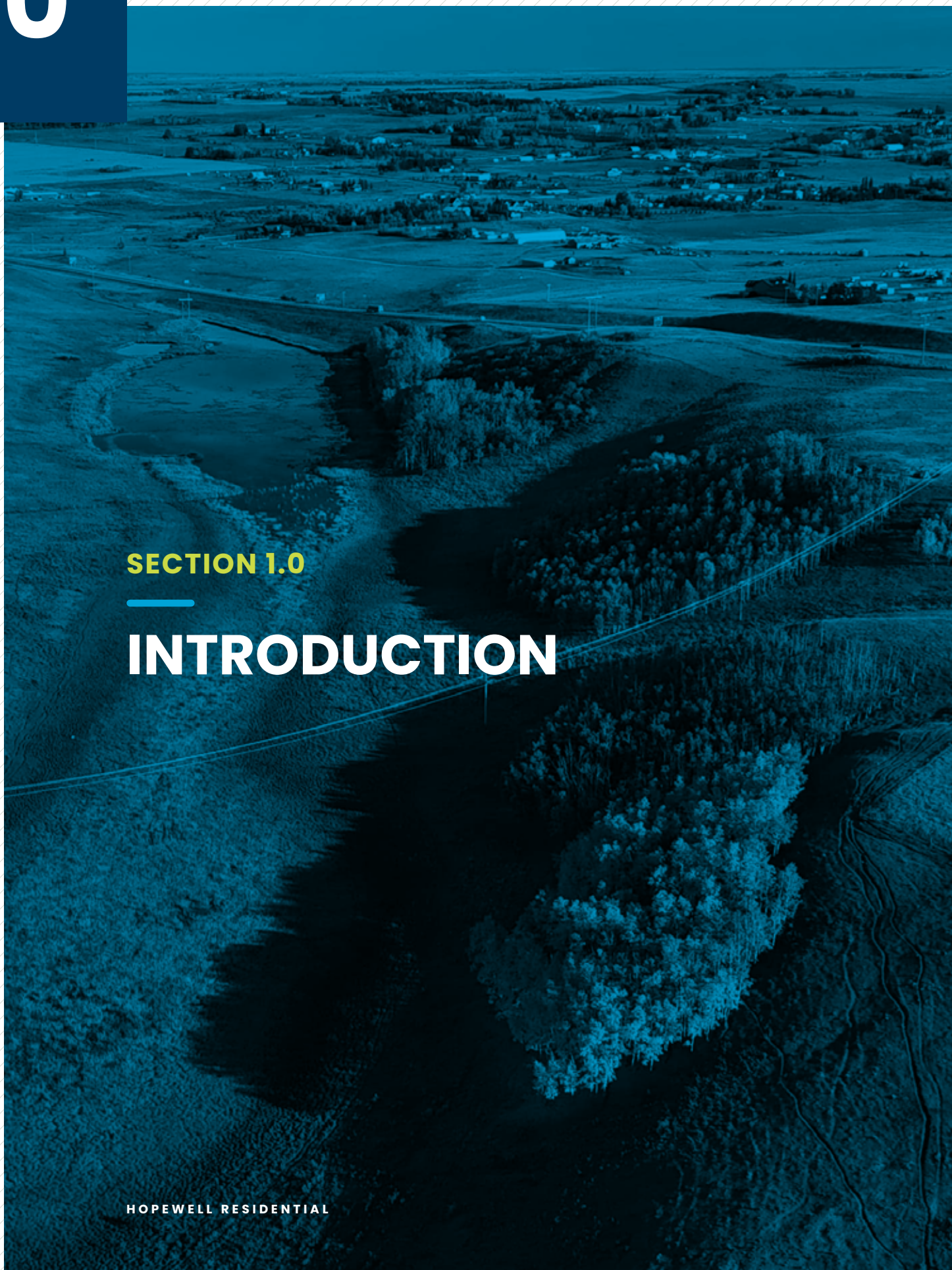
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1.0



SECTION 1.0

INTRODUCTION

1.1 Purpose

The Southwest Okotoks Neighbourhood Area Structure Plan (NASP) outlines the proposed land use concept and planning policies that will guide the development of a new neighbourhood in southwest Okotoks.

This plan refines the policies and objectives found in higher-order statutory plans, such as the Okotoks Municipal Development Plan and the West Okotoks Area Structure Plan at the neighbourhood level. The Southwest Okotoks NASP is the second residential neighbourhood within the West Okotoks Area Structure Plan, which was adopted by the Town of Okotoks Council on April 28, 2020.

The "Southwest Okotoks Lands" are located in southwest Okotoks, encompass 89.12 ha (220.22 ac), and are located south of Big Rock Trail (307 Ave W), east of Township Rd 203A (8 St W), and north of Highway 7 (386 Ave E). The complete land holdings are comprised of four parcels distributed across four quarter sections, as well as an undeveloped road right-of-way. However, the lands that are the subject of this NASP, to be referred to as the "plan area" or "subject lands," only include the northern portion of the total land holdings area, and have been identified by the extent of lands that may be serviced from the north. The remaining lands to the south, extending to Highway 7, will be the subject of a future NASP, but consideration has been given to the interface between these areas as an overall cohesive community.





1.2 History of the Land

The subject lands were annexed into the Town in 2017 as part of a broader goal to accommodate Okotoks' long-term growth needs by securing a 60-year land supply. The annexation represented a shift in planning context, bringing the lands into Okotoks' municipal framework where they could be more comprehensively integrated into the Town's growth strategy, infrastructure networks, and environmental stewardship objectives. Prior to annexation, the lands were guided by the Sandstone Springs Area Structure Plan in Foothills County, which contemplated an environmentally sensitive single-family residential community alongside a pocket of bareland condominium units. Despite this transition, the lands have retained their strong agricultural character and historical identity as part of Kopas Ranch, with more than 300 cattle grazing the property. The existing farmhouse and associated out-buildings are situated at the north end of the central wetland, accessed from Big Rock Trail and were oriented southward to capture sweeping views down the valley between the defining sandstone ridges.



FIGURE 1. Location



1.3 Policy Framework

This plan area was designed with direction from the following policy documents. These guiding documents detail the vision set forth by the Town of Okotoks through its visioning, planning and engagement processes. It was designe d as a complete community in alignment with this framework to ensure the needs of future residents will be met. It details this NASP's alignment with key objectives and policies within key policy documents and Master Plans.

Statutory Plans:

- South Saskatchewan Regional Plan (2014)
- Okotoks Municipal District of Foothills Intermunicipal Development Plan (2016)
- Okotoks Municipal Development Plan (2021)
- West Okotoks Area Structure Plan (ASP) (2020)

Applicable Non-Statutory Plans:

- Active Transportation Implementation Plan (2024)
- Affordable Housing Strategy (2020)
- Housing Needs Assessment (2024)
- Local Transit Implementation Plan (2019)
- Natural Asset Inventory & Ecosystem Service Assessment (2020)
- Okotoks Growth Strategy (2025)
- Town of Okotoks Strategic Plan 2026-2029 (2026)

Applicable Master Plans:

- Climate Action Plan 2021-2033 (2021)
- Culture, Heritage and Arts Master Plan II (2018)
- Environmental Master Plan (2018)
- Transportation Master Plan Update (2020)
- Recreation, Parks and Leisure Master Plan Update (2023)
- Social Needs Assessment & Strategy (2025)

Okotoks Hierarchy of Plans

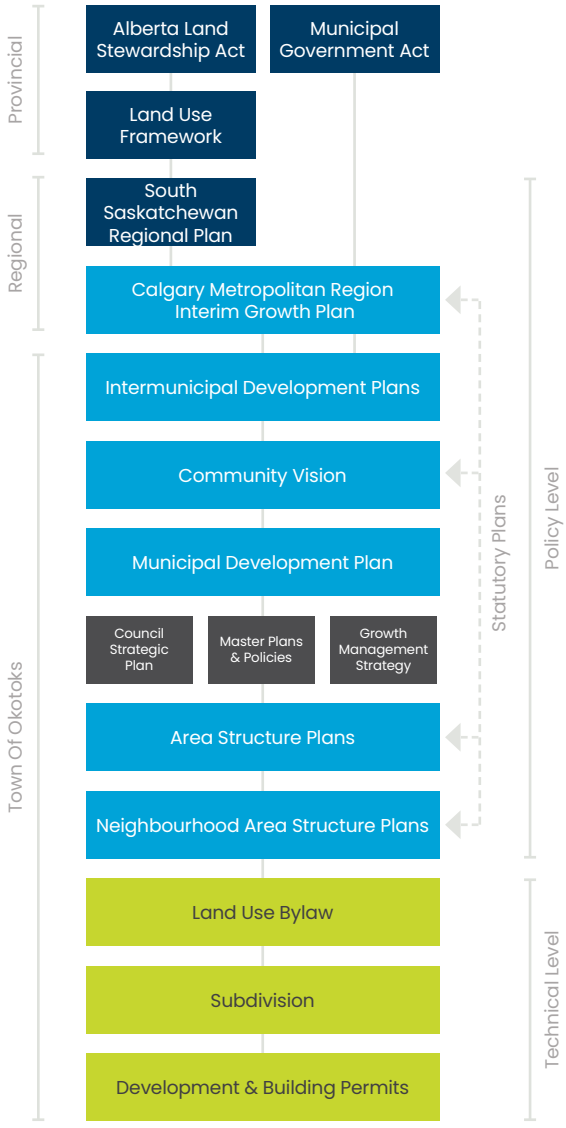
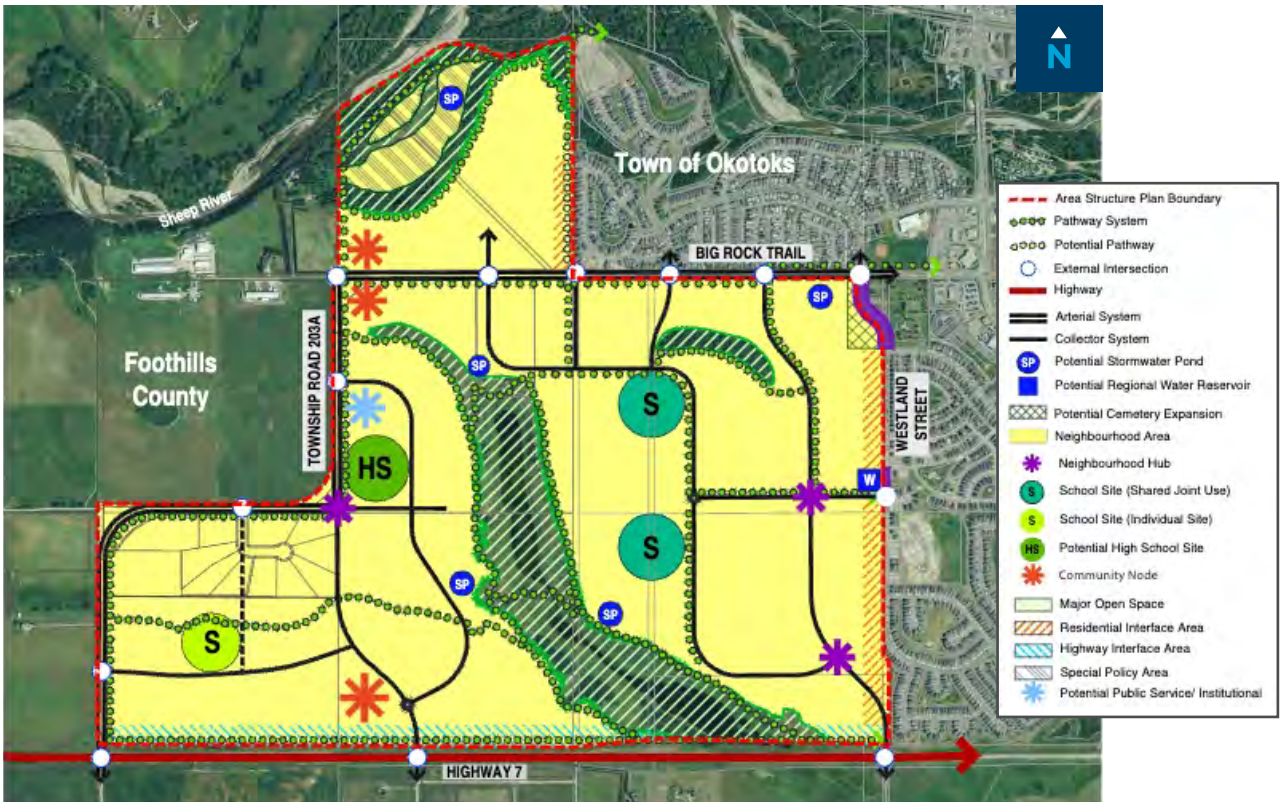
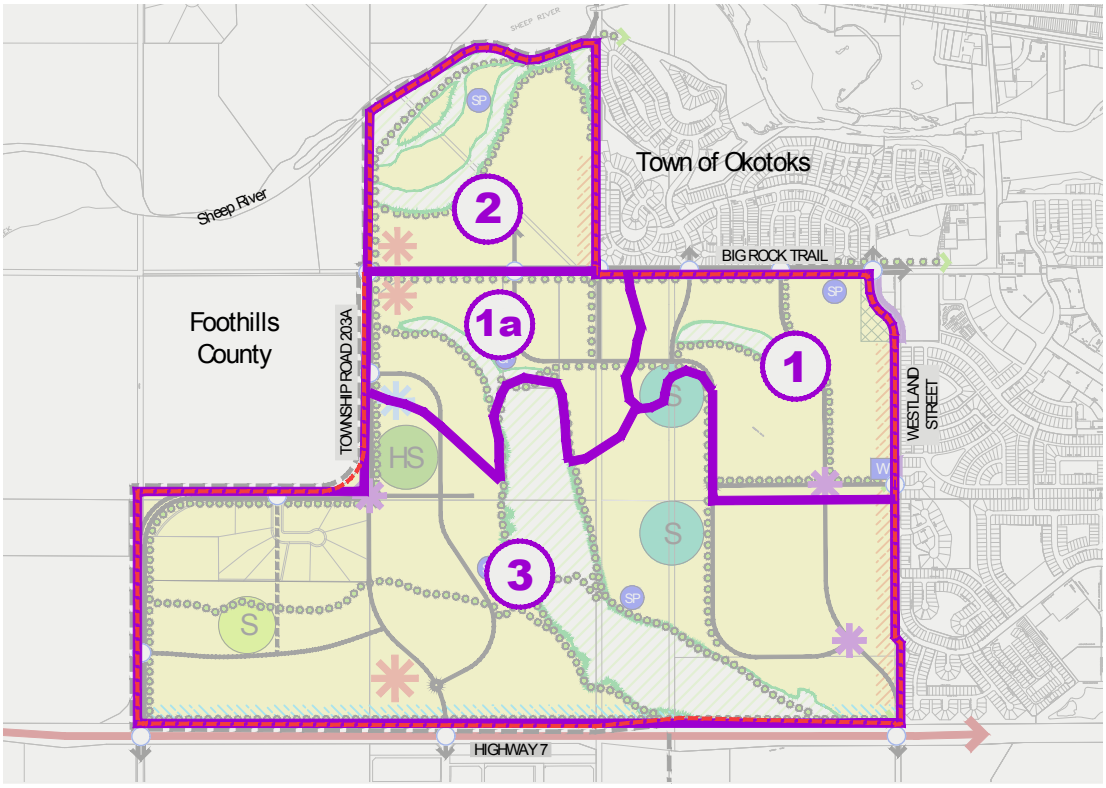


FIGURE 2. Policy Context





1.3.1 Intermunicipal Development Plan

The Intermunicipal Development Plan (IDP) between the Town of Okotoks and Foothills County was adopted in 2016. The IDP was adopted before the 2017 annexation, but identified the post-annexation Town boundary as an "Okotoks Growth Corridor", and specified that, if annexed, the lands would be governed by Town of Okotoks policy documents. The IDP Plan area boundary extends approximately one to two quarter sections in every direction around the Town.

The IDP does not provide specific directions for land use or development within the study area, but the study area is within the identified "referral area" which will require the plan to be referred to Foothills County.

1.3.2 Okotoks Municipal Development Plan

"The Municipal Development Plan (MDP) (2021) is a statutory plan that is the overarching document guiding land-use planning and development for the Town of Okotoks. The primary function of the MDP is to guide the long-range planning and physical growth of the town while addressing the social, economic, cultural, historical and environmental health of the community" (p.3, MDP). Within the Okotoks MDP the study area is identified in the Future Land Use Concept (Map D-9) as:

- Future Residential
- Future Commercial / Mixed Use
- Defensive Areas *(" Land shown as Defensive Areas on Map D-9 requires further study prior to development. These areas may require mitigation in order for development to occur and in some cases may not be developable.")*

Neighbourhood Area Structure Plans must be in alignment with the direction and policies of the MDP. There are many broad and multi-faceted policies in the MDP and each NASP must demonstrate alignment with the following principles for *"Designing Great Neighbourhoods"*:

- Neighbourhoods are compact and mixed-use;
- Neighbourhoods are inclusive;
- Neighbourhood amenities & facilities support the social, cultural, and recreational needs of residents;
- Neighbourhoods are connected;
- Neighbourhoods embrace all seasons;
- Neighbourhood health equity;
- Neighbourhoods are innovative, flexible and adaptable.

1.3.3 West Okotoks ASP

The Southwest Okotoks Lands are contained within the West Okotoks Area Structure Plan (WOASP), approved as Bylaw 06-20 on April 28, 2020. The WOASP provides guidance for the future planning and development of the subject lands. The subject lands are identified in the ASP phasing map as Phase 1a, with the south future development lands within Phase 3. Phase 1 has been comprehensively planned through the Tillotson NASP approved on February 27, 2023. The WOASP Land Use Concept identified the subject lands to contain the following:

- **Neighbourhood Area:** will contain a diversity of residential housing types, neighbourhood parks, and local roads that will provide housing opportunities/amenities for a variety of Okotoks residents.
- **Community Node:** comprehensively planned, mixed-use activity centres that serve the needs of the surrounding community (uses may include commercial, high-density residential, and other compatible uses).
- **Neighbourhood Hub:** a focal point of a neighbourhood containing a small portion of local commercial uses, medium-high density residential uses, and an amenity space.
- **Potential Public Service / Institutional:** a site for potential future public services or institutional uses identified by the Town of Okotoks.
- **Potential High School Site:** a potential site for a high school building and associated play fields.
- **School Site (Shared Joint-Use):** potential site for a shared school site containing two school buildings and associated play fields.
- **Major Open Space:** areas that are anticipated to remain as open space due to their environmentally significant features or due to geotechnical reasons.
- **Regional Pathway:** a pathway system, consisting of on-street and off-street multi-modal pathways connecting neighbourhood areas, commercial areas, and school sites.

The land use concept for the Southwest Okotoks lands has been developed in alignment with the direction provided in the WOASP.

1.4 Public Engagement

To facilitate information sharing and opportunities for input during the development of the NASP, several communications and engagement initiatives were implemented throughout its drafting and design.

Preliminary Town Administration Collaboration:
In the early stages of the NASP process, several meetings took place between the Project Team and the Town of Okotoks Administration to ensure the preliminary land use concept was an effective implementation of Town policies and represented high-quality community design. These meetings included establishing a Project Charter, visioning sessions, and other topic-specific meetings to support the identification and location of key land uses within the neighbourhood.

Project Website:
To start the public engagement process, a project website was launched in April 2026. The website was created to provide information about the purpose and process of a Neighbourhood Area Structure Plan, and the history and site conditions of the plan area. It served as a consistent information source with additional details, resources, and updates added as they became available over the duration of the project.

Public Event #1 | Virtual Information Session:
Before the finalization of the land use concept and submission of the NASP and technical studies, an information session was held on April 30, 2026. The event was promoted through the project website, an e-mail to registered individuals, a sign posted on the subject lands fronting Big Rock Trail, and an ad posted in the April 15th and April 22nd editions of the Western Wheel (Okotoks' local newspaper).

This information session was held in a virtual format through a ZOOM webinar and provided information about the NASP process and the draft land use concept. Additional detail was also provided on the vision for the overall community, including the housing mix, community node, parks and open spaces, and the transportation network. A question-and-answer period allowed attendees to post their comments and questions for a response from the project team or Town representative. Following the event, a link was provided for attendees to provide additional feedback through an online survey. The recorded information session and survey link were posted to the project website to allow additional review and feedback for two weeks following the scheduled event. A What We Heard Report was posted to the project website in May 2026.

Public Circulation:
Following submission of the draft NASP to the Town of Okotoks in May 2026, the document was circulated to internal departments within the Town of Okotoks, external stakeholder groups and organizations, and members of the public living within proximity of the plan area. Those circulated had 4-6 weeks to provide feedback on the NASP between _____.

**This section will be updated at a later stage once the timelines and feedback received are known.*

1.5 NASP Policy Interpretation

The Southwest Okotoks NASP has been prepared in response to Policy 1.7.2 of the Town of Okotoks Municipal Development Plan. It is a statutory plan that, upon approval by the Town of Okotoks Council, will provide a detailed framework to guide the development of approximately 89.12 ha (220.22 ac) of land in Okotoks. The Plan includes guiding policy statements and must also be read in conjunction with other relevant statutory and non-statutory plans as outlined in **Section 1.3**.

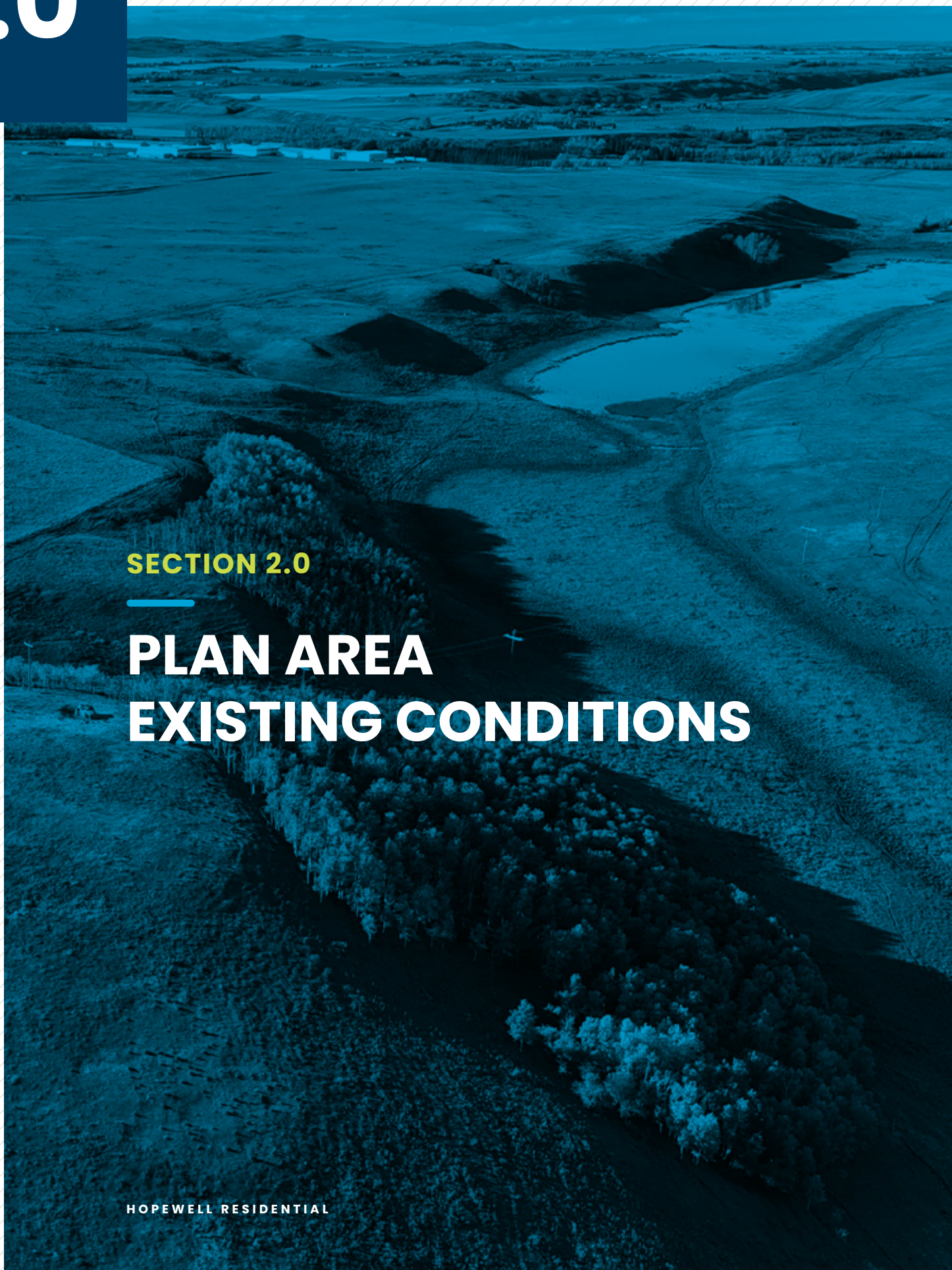
Policy Interpretation | The following points detail how to interpret policies in this Plan:

1. The Neighbourhood Area Structure Plan policies that contain the words "must" or "will" outline mandatory compliance with a given statement.
2. Policy statements that include the word "should" indicate that compliance is encouraged and recommended; however, "should" statements may not be practical in some circumstances, and flexibility is provided. "Should" statements will be applied unless it can be identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical, or feasible in a given situation.
3. 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 on the application of the policy in decision-making processes.
4. If there is a conflict between the architectural guidelines within this plan or its supporting attachments and Town standards, then the Town standards will prevail.

Map Interpretation | The following points detail how to interpret Figures in this Plan:

1. Unless otherwise specified within this NASP, the boundaries or location of any symbols, lot lines, or land use areas shown in the figures are approximate and may be subject to moderate variation at the Land Use Amendment and Subdivision Application stage.
2. Specific measurements or areas identified in the Figures of this NASP are subject to variation at the Land Use Amendment and Subdivision Application stage.
3. Illustrated plans depicting lot lines and building footprints are for conceptual purposes. The specific lot boundaries, building locations, and building forms may vary from those illustrated but should remain in compliance with all applicable policies.
4. Figures depicting the pathway orientations and parks and open space programming are for conceptual purposes. The specific type and location of natural and hard landscaping throughout all parks and open spaces may be subject to variation at detailed design but should remain in compliance with all applicable policies.
5. No amendments to the Figures within the NASP are required as a result of further delineation at the Land Use Amendment, Subdivision Application, and Development Permit stage, as long as the intent of the applicable policies is maintained.

2.0



SECTION 2.0

PLAN AREA EXISTING CONDITIONS

2.1 Location & Ownership

The Southwest Okotoks NASP is located in the southwest portion of the Town of Okotoks, south of 370 Avenue W/Big Rock Trail, east of 8 Street W, and forms part of the lands annexed into the Town in July 2017.

The plan area encompasses approximately 89.12 hectares (220.22 acres) and is legally described as NE 20-24-01 W5M, Ptn. SE 20-24-01 W5M, and SE/SW/NE/NW 19-20-29 W4M. It is southwest of the established community of Sheep River Heights and adjacent to the community of Tillotson. Development of lands within the plan area is being initiated by Hopewell Residential in collaboration with the ownership group.
As demonstrated in **Figures 1, 2, & 3**, the Southwest Okotoks NASP:

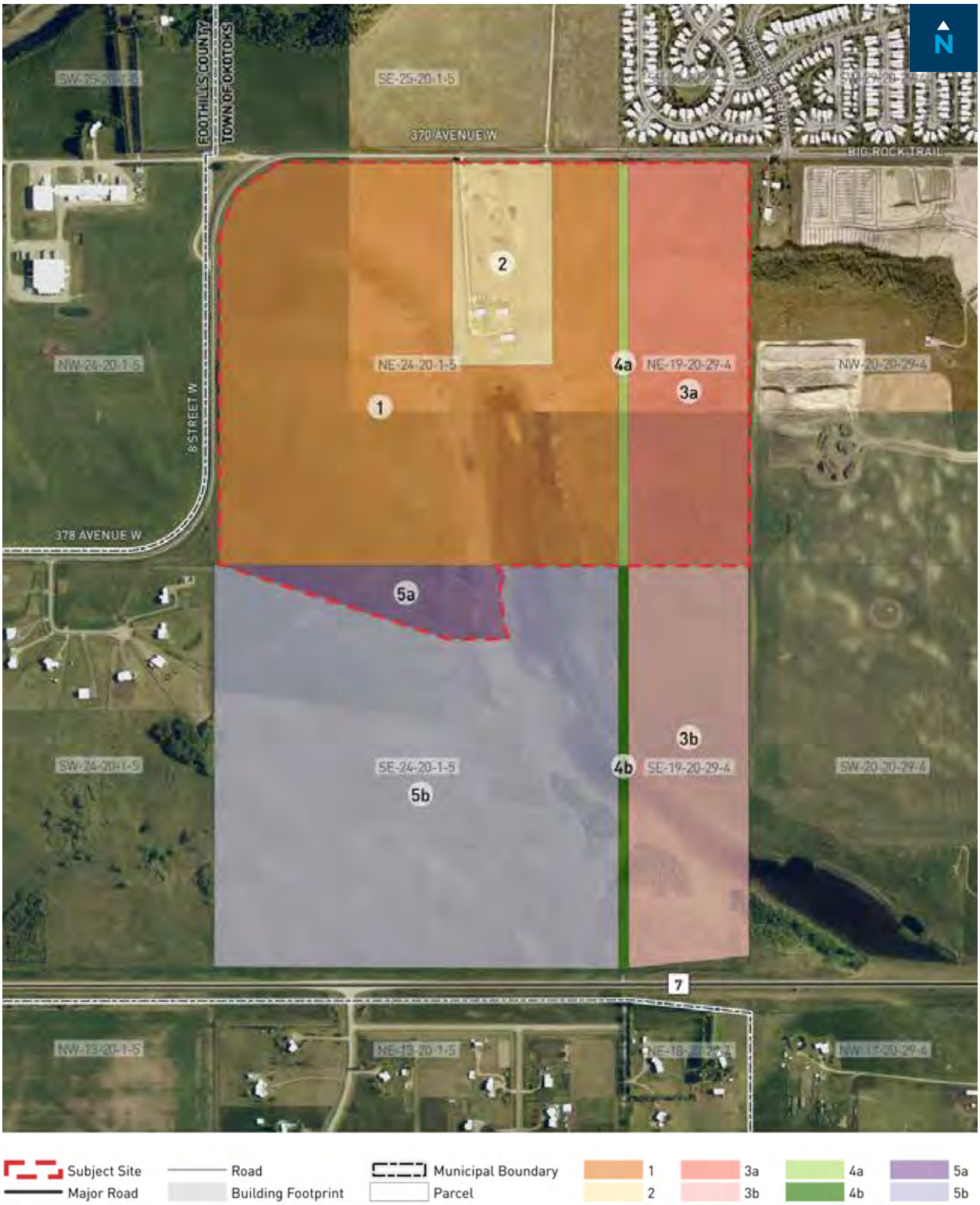
- Is legally described as NE 20-24-01 W5M, Ptn. SE 24-20-01 W5M and N 19-20-29 W4M.
- Contains a total plan area of 89 ha (220 ac).
- Is made up of 4 existing parcels with 2 landowners.
- Is being initiated by Hopewell Residential in collaboration with the plan area landowners.
- Contains one municipally owned road right-of-way to be closed & consolidated into the plan area.
- Is bordered by Big Rock Trail (307 Ave W) to the north and Township Rd 203A (8 St W) to the west.
- Is contained within the West Okotoks Area Structure Plan.

TABLE 1. Existing Ownership

#	Legal Description	Title No.	Ownership	(ha)	(ac)	%
Southwest Okotoks NASP						
1	NE 24-20-01 W5	921 009 150	Hidden Valley Investments	55.35	136.76	62.1%
2	Block 1, NE 24-20-01 W5	051 037 610	Joseph E Drisdale	8.08	19.97	9.1%
3A	N-19-20-29 W4M	781 037 889 A	Joseph E Drisdale	19.25	47.56	21.6%
4A	Road Right-of-Way	N/A	Town Of Okotoks	1.62	4.00	1.8%
5A	Ptn. SE 24-20-01 W5M	921 007 346 +1	Joseph E Drisdale	4.83	11.93	5.4%
Total Area				**89.12**	**220.22**	**100%**
Future Development Lands to the South						
3B	S-19-20-29-W4	781 037 889 A	Joseph E Drisdale	18.95	46.82	23.6%
4B	Road Right-of-Way	N/A	Town Of Okotoks	1.61	3.99	2.0%
5B	Ptn. SE 24-20-01 W5M	921 007 346 +1	Joseph E Drisdale	59.79	147.73	74.4%
Total Area				**80.35**	**198.54**	**100%**

**Note: The areas listed in the table above are all based on the spatial data, which differs slightly from the areas specified on title.*

FIGURE 3. **Land Ownership**



2.2 Surrounding Land Uses

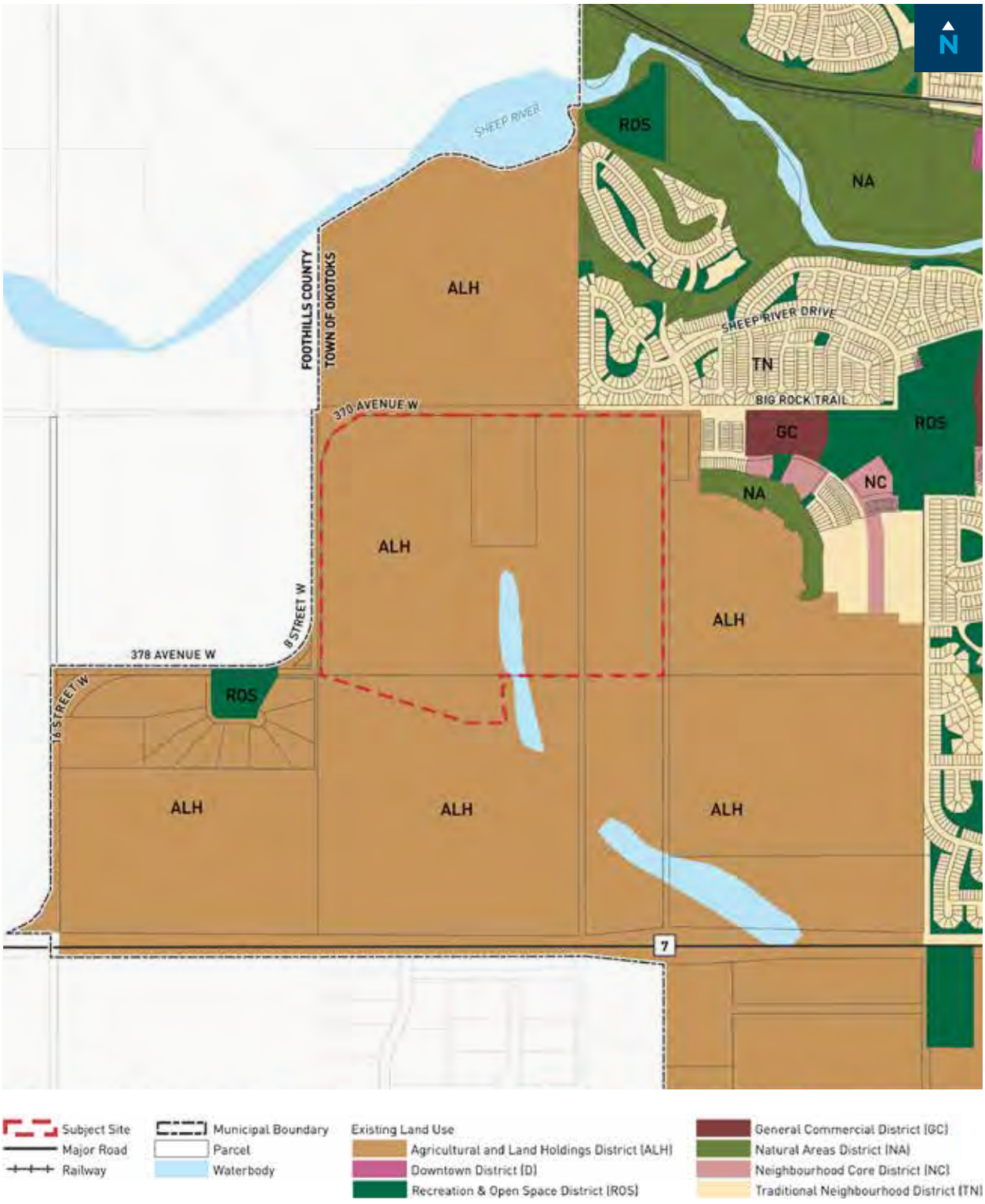
Lands within the Southwest Okotoks NASP are currently zoned Agriculture and Land Holdings District (ALH) under the Okotoks Land Use Bylaw 17-21, as shown in **Figure 4: Existing Land Uses**. The purpose of the ALH District is to "continue to support rural agricultural activities prior to transitioning to urban style development.". The lands to the north, and south (within the West Okotoks ASP) are predominantly undeveloped, zoned Agricultural Land Holdings District and will support a mix of future residential, commercial/mixed-use, and natural areas.

Nearby established communities, including Sheep River Ridge, Sheep River Heights, Sheep River Cove, and Westridge, feature a range of land use districts such as Traditional Neighbourhood (TN), Neighbourhood Core (NC), General Commercial (GC), Recreation and Open Space (ROS), and Natural Areas (NA), and are predominantly characterized by single detached housing.

Immediately to the east, the Tillotson neighbourhood represents the initial phase of development within the West Okotoks ASP and has been planned with a similar mix of land use districts (TN, NC, GC, ROS, and NA). It is designed to support a range of housing types and densities, along with neighbourhood-scale commercial uses, parks, and pathways. The Town's Land Use Bylaw incorporates form-based principles that prioritize the design and physical form of development over rigid separation of land uses. This approach enables greater flexibility while ensuring compatibility between uses, supporting walkable environments and a cohesive, high-quality public realm.



FIGURE 4. **Existing Land Uses**



2.3 Existing Site Conditions & Background Studies

2.3.1 Existing Conditions

The plan area is currently comprised of agricultural lands, non-native grassland, a residential farmyard, and natural areas including a central wetland and several springs. Topographically, the lands are characterized by variable terrain, with higher elevations located to the east and west, framing a low-lying central wetland. Significant portions of the slopes adjacent to this crown claimed wetland exceed grades of 15%.

As demonstrated by **Figure 5: Existing Conditions**, the plan area is bisected in the northeast corner by a south transmission line (RW 203 DN) however no infrastructure has been installed within the right-of-way. The plan area is within the setbacks associated with the Mountain View Poultry Confined Feeding Operations to the west in Foothills County (discussed further in **Section 2.3.2**). Two historical resources have been identified within the plan area, adjacent to the central wetland, and are further discussed in **Section 2.3.6**.

2.3.2 Mountain View Poultry

Mountain View Poultry is a Confined Feeding Operation (CFO) and poultry processing facility in Foothills County, located immediately west of the proposed Southwest Okotoks NASP area within portions of SW-25-20-1 W5 and NW-24-20-1 W5. CFOs in Alberta are regulated under the Agricultural Operation Practices Act (AOPA), with oversight by the Natural Resources Conservation Board (NRCB), while municipalities retain authority over adjacent land use planning.

The Provincial policies specify that the building associated with manure storage for the CFO should be located a specified distance away from residential dwellings; this distance is known as the Minimum Distance Separation (MDS). Portions of the Southwest Okotoks NASP lands fall within the MDS associated with the operation. Although the regulations are framed to govern the location of new CFOs in proximity to existing dwellings, the setback is being applied in reverse in this context with regard to the existing CFO.

The MDS is calculated based on the operational details of the CFO. Based on current and projected operations, the MDS for this facility is 579 metres for “residences on land zoned for large-scale country residential, rural hamlet, village, town or city” and 362 metres for “residences on land zoned for high-use recreational or commercial purposes.” The 579m setback slightly intersects the flex site in the northwest portion of this plan area. Therefore, at the development permit stage, site plans will be developed to ensure that no residential dwellings fall within this area. If the site is developed as multi-family residential, the lands within the setback area may support outdoor gathering space or parking.

FIGURE 5. **Existing Conditions**

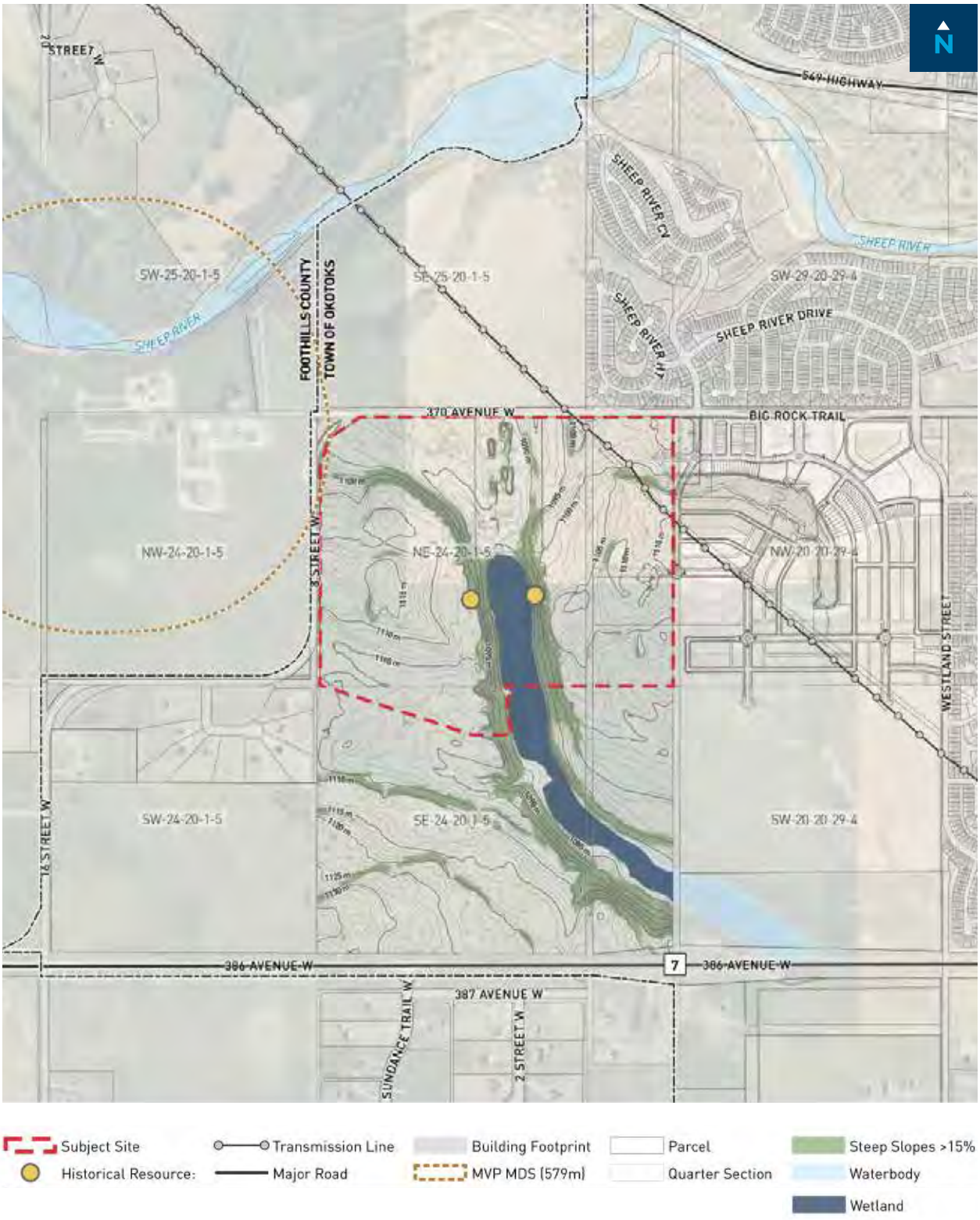


FIGURE 6. Existing Vegetation



2.3.3 Biophysical Impact Assessment

A Biophysical Impact Assessment was completed by Trace Associates in May 2026. The "BIA considers the potential for impacts to environmental components related to the Proposed Development. The identification of sensitive environmental components and potential effects to those components resulting from the proposed development of the Site were used to identify mitigation strategies designed to avoid, eliminate, or reduce potential environmental effects. If any residual adverse effects were identified after the implementation of the proposed mitigation measures, then their significance was assessed."

The assessment reviewed factors including:

- Topography and Landforms
- Soils
- Vegetation
- Surface Water
- Wildlife
- Landscape Connectivity
- Historical Resources
- Key Natural Features

As illustrated in **Figure 6: Existing Vegetation**, the majority of the plan area consists of modified grassland and non-native grassland with a country residential farmstead at the north end of a large temporary graminoid marsh (crown claimed wetland). There is one large permanent wetland and three temporary wetlands. The BIA includes a detailed analysis of existing conditions, key natural features, and an impact assessment with mitigation measures. The full BIA is provided in support of this NASP under separate cover.



2.3.4 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was conducted by Trace Associates in September 2025. The objective of the Phase 1 ESA was to identify actual and potential sources of soil and/or groundwater contamination that may be present on the subject site.

According to the ESA "The Site is currently a combination of residential and agricultural land use, and has been such since at least 1949." "Based on the assessment findings and conclusions, further investigation or assessment (i.e., a Phase II ESA) is not recommended; however, Trace recommends consideration of the following actions:

- Due to the buildings' dates of construction (prior to 1949), consider the presence of hazardous building materials prior to any major renovations or demolition of any building on the Site.
- Remove the stained surface material located within the mechanical shop building and take the material off-site for proper disposal. The surficial stain appears to be limited in extent and directly related to surficial spills at the Site. From this information, it is interpreted that the extent of soil impacts is likely limited in volume. This is considered a minor housekeeping issue. If staining does not appear to be surficial in nature during redevelopment (i.e., greater than a depth of 0.3 m), contract a qualified environmental professional.
- Decommission the water wells, septic tanks, and septic fields in accordance with applicable acts, regulations, and guidelines when no longer in use.
- If buried debris, stained soils, or soils of unknown quality are encountered during development, contract a qualified environmental professional."



2.3.5 Geotechnical Assessment

A Geotechnical Assessment was completed by Englobe in April 2026 to understand soil conditions and inform future development. The assessment found that the site is generally suitable for development, with soils that can support typical construction when appropriate design and construction practices are followed.

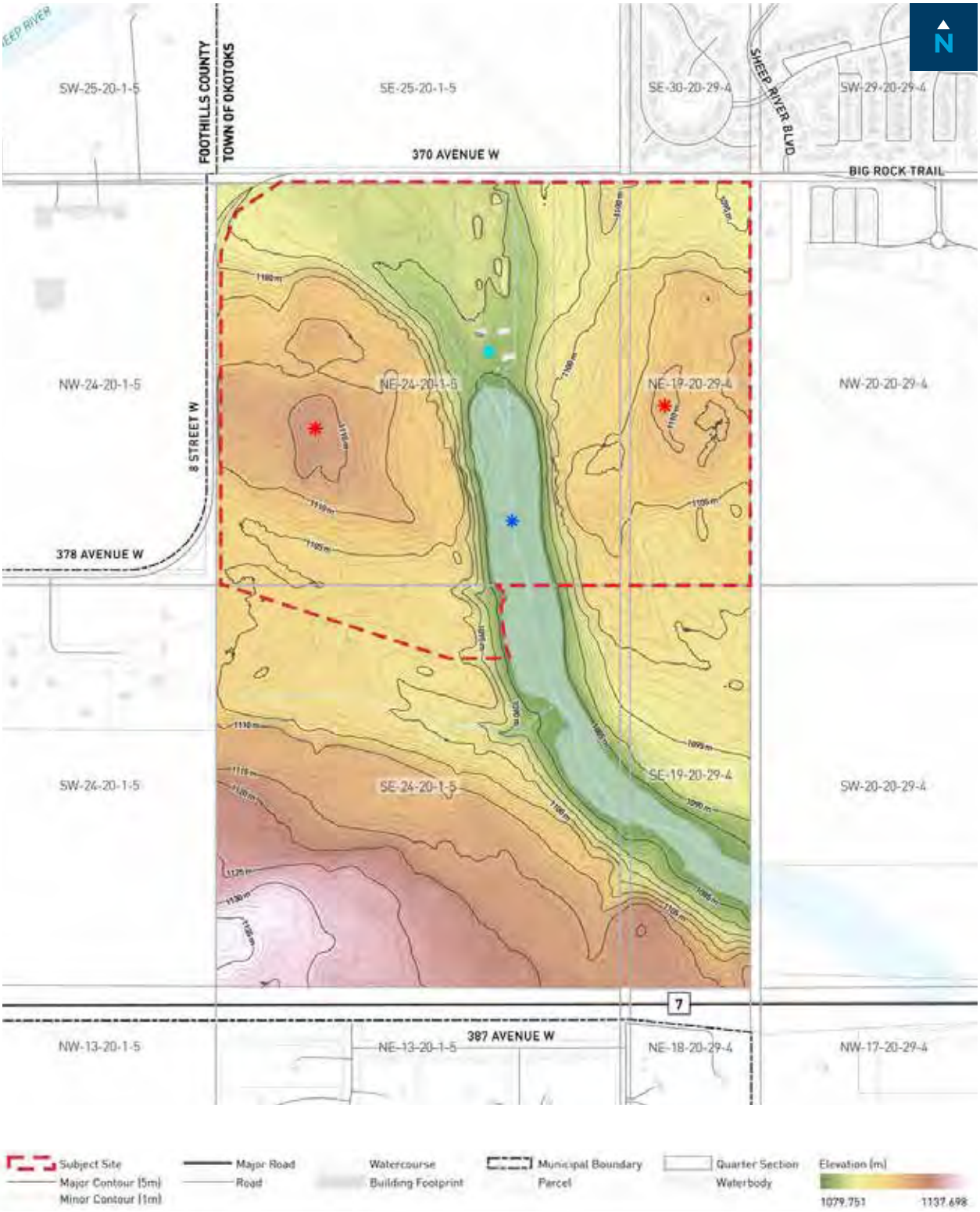
Englobe acknowledged that development of the site will require careful grading due to the existing terrain, including areas where cutting and filling of land will be necessary. Organic surface materials will need to be removed prior to construction, and suitable soils can be reused as engineered fill where appropriate. Additional review will be needed during detailed design to confirm grading approaches and ensure ground conditions are properly prepared.

Slope stability was analyzed across the site as part of the assessment. While most areas meet acceptable stability criteria, a few localized zones, primarily along west-facing slopes, will require attention during detailed design. These areas are not expected to limit development but will need to be considered as part of future grading and engineering work.

Groundwater was identified in some portions of the site, particularly in lower-lying areas, and may be encountered during construction. Standard construction practices can be used to manage groundwater where needed. Overall, the site conditions are considered suitable for a range of development types, including residential and supporting infrastructure, subject to standard geotechnical review and site-specific investigations at later design stages.



FIGURE 7. Topography



2.3.6 Historical Resources

Two Historical Resource sites were identified within this plan area in the West Okotoks ASP, and identified as EePm-1 and EePm-2, generally located on the slopes on either side of the crown claimed wetland. Both sites were first recorded in 1957 by University of Calgary professor Dr. Richard Forbis, prior to the establishment of formal provincial protections under Alberta's Historical Resources Act (1973), and have since been recognized in academic and regulatory contexts. In 2005, these sites were revisited as part of a Historical Resources Impact Assessment (HRIA) encompassing lands within SE and NE-19-20-29-W4M. The assessment recommended the avoidance of both sites. In 2016, a Historical Resources Overview (HRO) prepared for the broader West Okotoks ASP reaffirmed the presence of these sites and the previously established HRMB requirements. The HRMB's resulting Schedule of Requirements reiterated earlier conditions and introduced the need for a palaeontological HRIA within the larger planning area.

As the current plan area encompasses a smaller development footprint, a new Historical Resources application has been submitted specifically to this NASP. The HRMB is expected to issue an updated regulatory response, which will guide the next steps toward Historical Resources Act approval. It is anticipated that avoidance of EePm-2 will remain mandatory, while EePm-1 will require either avoidance or additional study. Development of appropriate mitigation and avoidance strategies will involve coordination between the developer, Bison Historical Services Ltd., and the HRMB. The forthcoming response will also clarify whether a palaeontological HRIA is required for the NASP area.

The land use concept developed has incorporated the general area of these sites into lands identified as Environmental Reserve with the intent to leave them undisturbed.

2.3.7 Retail Demand Analysis

A Retail Demand Analysis was completed by CBRE in February 2026. The study provided an analysis to quantify the "total supportable retail floorspace within the West Okotoks ASP (WOASP), driven by projected population growth and the retail spending generated by both on-site and nearby residents." The study summarized the direction for commercial retail in the West Okotoks ASP, which identifies three "Community Nodes" with a minimum of 100,000 square feet of commercial space and three "Neighbourhood Hubs" with approximately 20,000-25,000 square feet of commercial floorspace. This represents a total of approximately 360,000-375,000 square feet within the total ASP area. The approved Tillotson NASP to the east estimated approximately 63,000 – 75,900 sq ft of built commercial area.

The analysis reviewed the local and regional context, Town demographics, the existing and planned commercial areas within the town, anticipated population growth and the anticipated trade area. Most existing commercial services within the Town are along Southridge Drive (Hwy 2A). Therefore, the primary trade area for retail developed in this plan area is anticipated to encompass lands south of the Sheep River and west of Southridge Drive (Hwy 2A), the majority of this being future development areas in the WOASP.

According to the CBRE Retail Demand Analysis, *"in total, CBRE estimates that the entirety of the West Okotoks ASP can support approximately 173,000 to 256,000 square feet of retail and service commercial floorspace upon its full build-out. It should be noted that this figure represents the recommended floor area based on healthy sales productivity rates. The inclusion of a significantly higher amount of total floor area may result in sales performance issues among existing tenants already operating in the market, or persistent vacancies resulting from a lack of demand." "Accommodating between 173,000 square feet and 256,000 square feet of single-storey, vehicle-oriented, retail and service-commercial floorspace is anticipated to require* **between 11.5 acres and 16.5 acres of land.**"

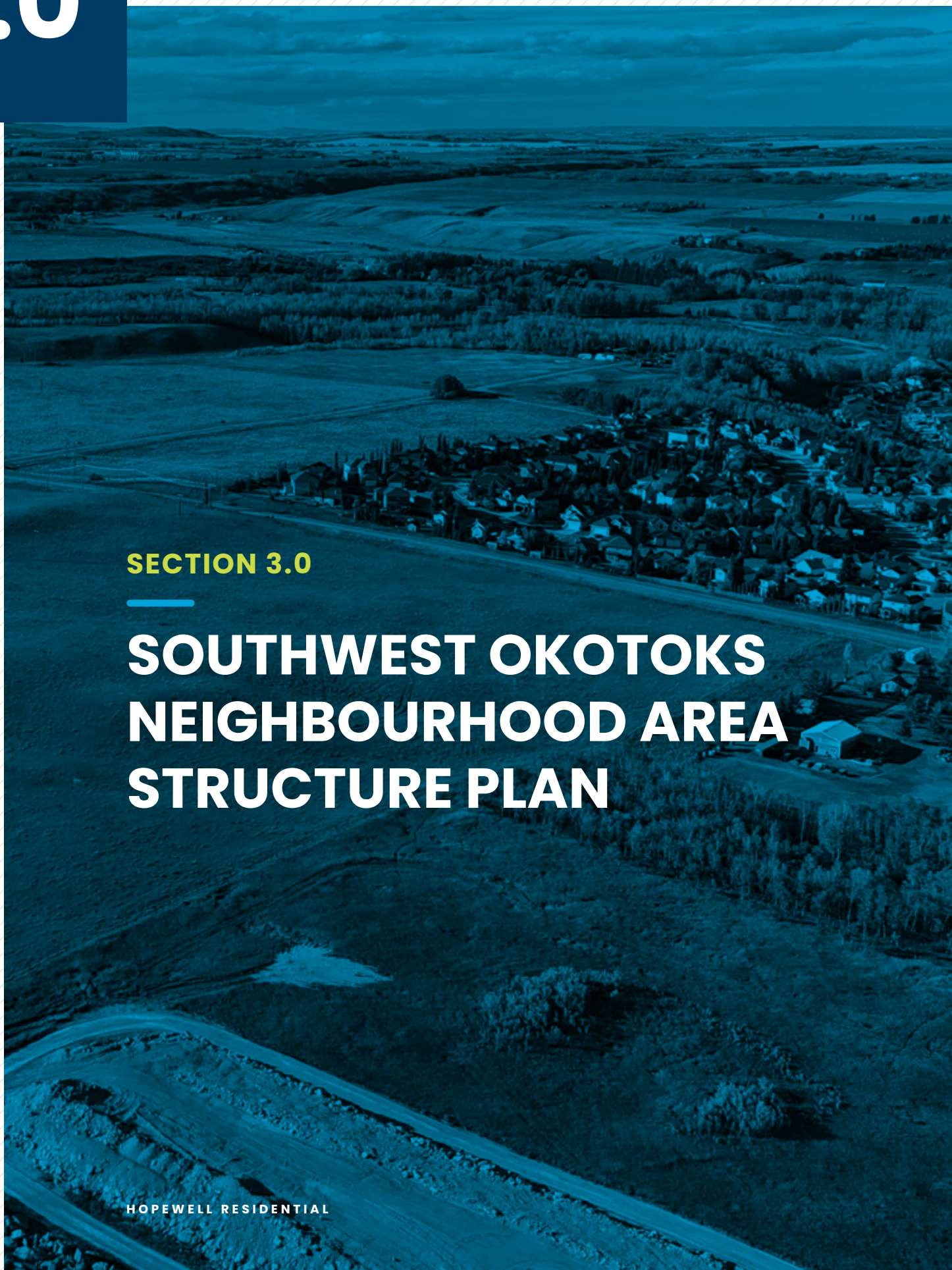
In addition to considering the potential overall demand at full buildout, commercial development should also be phased such that a sufficient number of homes are constructed prior to the commercial developments, to ensure the viability of the uses. When considering a use such as a grocery store, the analysis specifies that a typical 30,000 square foot grocery store requires approximately 6,500 to 8,500 residents within proximity to support sufficient demand.

Overall, the study recommends that commercial development be strategically distributed and phased within the WOASP in consideration of the total anticipated demand (less than that identified in the West Okotoks ASP), the anticipated residential absorption timelines, and proximity to major transportation routes for visibility and access.

2.4 Background Study Policies

Mountain View Poultry	
2.1	Development within the 579m MDS area illustrated on **Figure 9** should be limited to non-residential uses such as landscaping, commercial, institutional, or recreational uses.
2.2	Development within the MDS area should be designed to mitigate potential impacts from the CFO operation, including building orientation and location of any outdoor amenity spaces.
2.3	The Town will monitor any future municipal or provincial registration / approval applications to expand the confined feeding operation adjacent to the Plan Area to minimize any conflicts between intensive agricultural uses and future urban residential uses within the plan area.
Biophysical Impact Assessment	
2.4	Development impacting the crown-claimed wetland will be subject to approval under the Public Lands Act.
2.5	If the Proposed Development will impact wetlands, a Wetland Assessment and Impact Report must be submitted as part of a Water Act Application prior to disturbance.
Environmental Site Assessment	
2.6	Recommendations from the Phase 1 Environmental Site Assessment submitted with this NASP will be applied, as applicable, at the grading and construction stage.
Geotechnical Evaluation	
2.7	Detailed design grades and slope stability analysis must be submitted for any subdivision applications along the top and toe of the slope of the Environmental Reserve parcel.
2.8	Recommendations from the geotechnical report submitted with this NASP will be applied, as applicable, at the subdivision and development stages.
Historical Resources	
2.9	Where deemed applicable by the Historic Resources Management Branch, approval under the Historical Resources Act shall be obtained prior to subdivision or development.

3.0



SECTION 3.0

SOUTHWEST OKOTOKS NEIGHBOURHOOD AREA STRUCTURE PLAN

HOPEWELL RESIDENTIAL

3.1 Vision

The Southwest Okotoks NASP, located in southwest Okotoks, is envisioned as a complete, nature-anchored neighbourhood where people, connections, and everyday experiences are grounded in the surrounding landscape. Serving as a distinctive western gateway into the Town, the neighbourhood will establish a strong first impression that reflects both the rugged character of the foothills and Okotoks' welcoming small-town charm.

The identity and structure of Southwest Okotoks are shaped by its unique topography and environmental assets, particularly the elevated northern contours and prominent central wetland and valley system. These defining landforms influence how the neighbourhood is organized and experienced by framing views, guiding street and pathway connections, and reinforcing a strong relationship between the built and natural environments. The central wetland will serve as both a visual and functional anchor for the community, creating a shared focal point for recreation, gathering, and year-round connection to nature.

The wetland valley will be complemented by an integrated network of parks, pathways, and programmed amenities that create a highly accessible and visually cohesive open space system. An interconnected street and pathway network will prioritize active transportation and provide strong connections between key destinations within the neighbourhood and surrounding communities. Together, these elements will foster a lived experience that emphasizes connection to nature, supports active and social lifestyles, and reinforces a cohesive, recognizable identity within the broader Okotoks community.

A vibrant neighbourhood hub featuring local services, commercial opportunities, and higher density housing will be strategically located to support daily needs, encourage social interaction, and reinforce walkability. A diverse range of housing options will be distributed throughout the neighbourhood, offering choice for residents of all ages, lifestyles, and stages of life. From ground-oriented homes to more compact multi-family forms, this mix will create varied streetscapes and support a complete, age-friendly community.

The design of Southwest Okotoks has been guided by the Okotoks Municipal Development Plan and West Okotoks Area Structure Plan, with additional guidance from several Okotoks Master Plans.



3.2 Guiding Principles

In alignment with the West Okotoks Area Structure Plan, the Southwest Okotoks NASP guiding principles include:



Connection to Nature

A preserved central wetland valley and integrated pathway network anchor the community, providing continuous access to nature while creating a defining open space that supports recreation, education, and scenic views.



Places to Shop and Socialize

A strategically located Commercial Hub, paired with higher density housing, creates a vibrant focal point where residents can gather, access daily services, and support local employment within a walkable setting.



Diverse Housing Options

This neighbourhood will offer a diverse mix of housing forms designed to support a range of residents and ways of living. Variation will be achieved not only through housing types, but also through how homes are situated - whether oriented to natural features, positioned along key corridors, or located near parks, amenities, and activity spaces.



Active Transportation

An interconnected system of pathways and compact land use patterns encourages walking and cycling, linking homes to parks, schools, amenities, and commercial areas while reducing reliance on private vehicles.



Community Integration

This neighbourhood will respect and complement existing development in the area. The regional road network positions the plan area as a gateway community, integrating into the broader Okotoks context while forming a cohesive sense of place.

3.3 Design Elements

Connection to Nature

1. Preservation of a large wetland that is central to the neighbourhood to create a distinct entry feature and valuable natural amenity for residents.
2. An extensive and interconnected regional and local pathway network connecting the residential areas, amenities, parks, and open spaces.
3. A variety of programming options in the parks that meet unmet recreational demand.
4. A naturalized stormwater collection and retention system that creates new habitats and creates a desirable community and regional destination.

Places to Shop and Socialize

5. Community commercial at western gateway into the Town providing accessible services and employment to residents and visitors.
6. Support neighbourhood scaled commercial in higher density areas identified in the plan.
7. Programming in park spaces to promote gathering, shared recreation, and social interactions between neighbours.

Diverse Housing Options

8. A range of housing typologies, and lot styles, throughout the plan area to support a variety of lifestyles and demographics.
9. Pockets of comprehensively planned multi-family residential to create nodes of activity.
10. Medium and high-density development framing the collector road network to create a continuous streetscape contributing to the sense of place.

Active Transportation

11. A modified grid network organizes the neighbourhood around the central wetland, allowing streets and pathways to connect from multiple directions while keeping the wetland as a visible and accessible focal point.
12. Street-oriented laned housing along collector roads enhances the streetscape while reducing driveway conflicts with pedestrian routes.
13. A comprehensive regional and local pathway network provides connectivity between destinations within the plan area and neighbouring communities.

Community Integration

14. Consider connectivity and compatibility to the lands south of the plan area to comprehensively plan broader communities.
15. Ensure sensitive transitions and compatible land uses to neighbouring lands.
16. Pathway connectivity to adjacent community networks and open spaces.
17. Ensuring safe and efficient access points into, and out of, the plan area from Big Rock Trail will aid in connecting residents to the Town of Okotoks and the overall region.

FIGURE 8. **Illustrated Concept**



*The above illustrated concept is for conceptual purposes only and specific lot sizes and site plans may be subject to change at subsequent stages of planning and development.

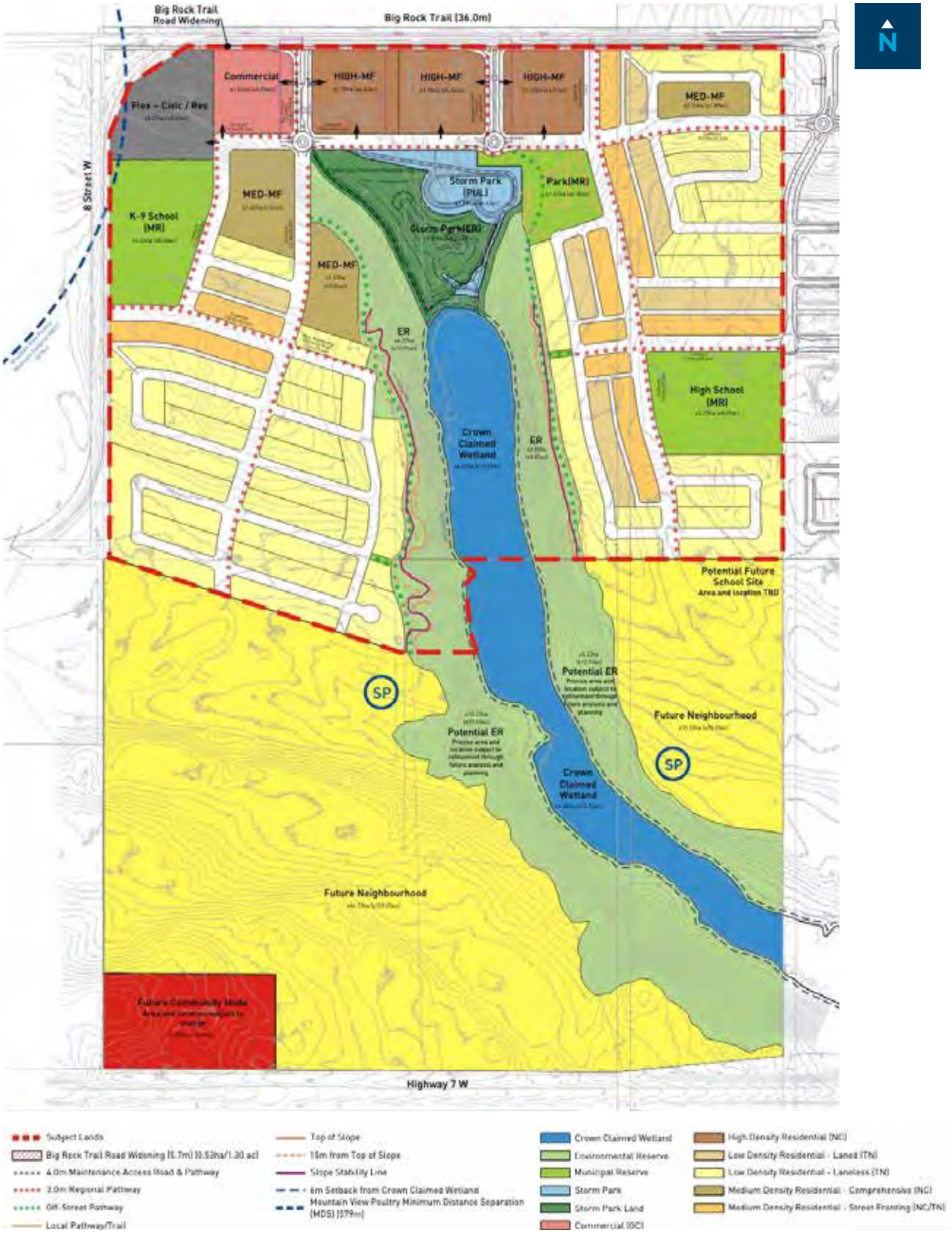
3.4 Southwest Okotoks Neighbourhood Area Structure Plan

The Southwest Okotoks Neighbourhood Area Structure Plan (NASP) envisions a residential community in Southwest Okotoks centered around an extensive wetland system with a connected pathway network, an offset grid road system, unique entry conditions, and a highly visible/accessible community node. The plan area accommodates a diverse range of housing types to support varied demographics and lifestyles, with densities distributed to reinforce key corridors, amenity areas, and transit-supportive locations. Residential areas are closely integrated with natural and programmed open spaces, creating a network of recreational and social opportunities throughout the neighbourhood. **Figure 8: Illustrated Concept** and **Figure 9: NASP Land Use Concept** demonstrate the transportation, open space, and land use design within the plan area, which will be further described throughout the subsequent sections.





FIGURE 9. **NASP Land Use Concept**



3.5 Land Use Statistics

The NASP Statistics detailed in **Table 2** represent a breakdown of all the lands within the Southwest Okotoks NASP. The plan area is predominantly residential with a neighbourhood area and a commercial hub along Big Rock Trail at the main entrances to the community, circling an extensive central open space. The statistics detail the areas and proportion of each land use within the overall NASP plan area.

	TABLE 2. NASP Statistics			
		(ha)	**(ac)**	**% GDA**
	Total Plan Area	**89.12**	**220.22**	
	Total Environmental Reserve	**18.10**	**44.72**	
	Environmental Reserve (Crown Claimed Wetland)	4.42	10.92	
	Environmental Reserve (Slopes >15%)	10.34	25.56	
	Environmental Reserve (Stormpark)	3.33	8.24	
	Gross Developable Area	**71.02**	**175.50**	**100%**
	Residential	**39.61**	**97.88**	**59.0%**
	Low Density Residential - Laneless (SF, Duplex) (TN)	22.79	56.31	32.1%
	Low Density Residential - Laned (SF, Duplex, Row) (TN)	3.26	8.06	4.6%
	Medium Density Residential - Laned (Duplex, Row) (TN/NC)	4.74	11.72	6.7%
	Medium Density Residential - Comprehensive (Row) (NC)	3.62	8.94	5.1%
	High Density Residential - Comprehensive (Row, Multi) (NC)	5.20	12.85	7.3%
	FLEX – Civic / Residential - High Density Residential	2.28	5.64	3.2%
	Employment	**1.62**	**4.00**	**2.3%**
	Commercial (General Commercial District (GC)	1.62	4.00	2.3%
	Parks and Open Space	**8.20**	**20.27**	**11.5%**
	Central Park	1.62	4.00	2.3%
	East High School Site	3.27	8.09	4.6%
	West K-9 School Site	3.24	8.00	4.6%
	Linear Park Connection	0.04	0.09	0.1%
	Linear Park Connection	0.04	0.09	0.1%
	Roads and Utilities	**19.31**	**47.71**	**27.2%**
	Big Rock Trail Road Widening	0.53	1.30	0.7%
	Internal Roads	16.99	41.98	23.9%
	Stormwater Pond (PUL)	1.79	4.43	2.5%

3.5.1 Land Use Districts

Development within the Southwest Okotoks NASP will be in compliance with the Okotoks Land Use Bylaw, and the land use concept generally corresponds to the land use districts detailed in **Table 3** below.

TABLE 3. NASP Land Use Districts

	Land Use Concept	Description	Land Use District
	Low Density Residential	Laned and laneless single detached residential buildings (may include semi-detached and street-oriented row housing in accordance with the land use bylaw).	Traditional Neighbourhood District (TN)
	Medium Density Residential	Street-oriented row housing, semi-detached residential buildings, and Zero Lot Line Single Detached homes. (does not include standard single-family detached residential buildings).	Traditional Neighbourhood District (TN) or Neighbourhood Core District (NC)
	High Density Residential	Row housing, multi-unit residential buildings and general retail and service uses.	Neighbourhood Core District (NC)
	Commercial	Local retail commercial site with a variety of uses.	General Commercial District (GC)
	Flex	Potential commercial, civic, institutional or high-density residential development.	Neighbourhood Core District (NC) or General Commercial District (GC)
	Municipal Reserve	Programmed parks and open space.	Recreation and Open Space District (ROS)
	Stormpark	Integrated stormwater pond and naturalized park for the retention of stormwater and creation of an additional park space.	Recreation and Open Space District (ROS) and Natural Areas District (NA)
	Environmental Reserve	Existing crown wetland and steep-sloped lands surrounding.	Natural Areas District (NA)

3.6 Residential Areas

The Southwest Okotoks NASP envisions a residential community anchored by a central and linear natural open space network, complemented by a vibrant commercial site at the entrance to the neighbourhood. Housing, services, and amenities are connected through a well-integrated road system and multi-modal pathway network, ensuring convenient access throughout the plan area.

The neighbourhood is designed to offer a diverse range of housing options to accommodate a variety of demographics, income levels, and household types. **Table 4** outlines the distribution of residential uses across the plan area, including both land area and anticipated unit counts.
With a mix of land uses and housing forms, the plan aligns with the Municipal Development Plan target of providing at least 40% of new housing as alternatives to single-detached dwellings. This approach supports the evolving needs of the community while maintaining the overall character of Okotoks and expanding housing choice across a range of price points.

At full build-out, the Southwest Okotoks NASP is anticipated to achieve an overall density of approximately 11.0 to 13.8 units per gross residential acre (+27.2 to +34.0 units per hectare), resulting in an estimated 1,843 to 2,302 dwelling units and a population of approximately 5,345 to 6,677 residents. While market conditions may influence the final density distribution, the plan will maintain a minimum average density of 12 units per acre in accordance with the Municipal Development Plan.

The plan area contains a large elevation change over the site area, which was integrated into the residential land use concept and provides a variety of housing types and contexts. Compact and efficient neighbourhood design is crucial to a sustainable community. The plan has been designed to provide views and access to the central open space for all housing forms, supporting the equitable enjoyment of this unique amenity.

Street-oriented housing products are encouraged along the collector roadway to promote an attractive and pedestrian-friendly streetscape. Front drive access to residential units from collector roads is avoided wherever possible by utilizing rear lane access. This design limits driveway conflicts and improves the continuity and pedestrian interface. Multi-unit sites will be designed to present an attractive and pedestrian-scale interface to the street, especially along collector roads. They will be designed to be contextually appropriate, with heights and density that fit with surrounding uses. Multi-residential parking will be internal to the site and will be screened with landscaping.

The variety of housing types proposed throughout the plan area is in alignment with the Affordable Housing Strategy and Action Plan. The plan provides opportunity for a variety of housing forms (single, semi, row, apartment) to be dispersed throughout the community, and the inclusion of laned lots provides greater opportunities for homeowners to add accessory dwelling units to their properties. This variety facilitates affordable housing options that support a more livable and inclusive community.

TABLE 4. Residential Statistics

	(ha)	(ac)	Units	% Units	People
Total Plan Area	**89.12**	**220.22**			
Total Environmental Reserve	**18.10**	**44.72**			
Environmental Reserve (Crown Claimed Wetland)	4.42	10.92			
Environmental Reserve (Slopes >15%)	10.34	25.56			
Environmental Reserve (Stormpark)	3.33	8.24			
High School Site	3.27	8.09			
Gross Developable Residential Area	**67.75**	**167.41**			
Low Density Residential - Laneless (SF, Duplex) (TN)	22.79	56.31	600	26-33%	1,740
Low Density Residential - Laned (SF, Duplex, Row) (TN)	3.26	8.06	110	5-6%	319
Medium Density Residential - Laned (Duplex, Row) (TN/NC)	4.74	11.72	215	9-12%	623
Medium Density Residential - Comprehensive (Row) (NC)	3.62	8.94	179 -268	9-12%	519 -778
High Density Residential - Comprehensive (Row, Multi) (NC)	5.20	12.85	514-771	28-34%	1,491 -2,236
FLEX – Civic / Residential - High Density Residential	2.28	5.64	226 -338	12-15%	654 -981
Linear Park Connection	0.04	0.09	0.1%	0.09	0.1%
Residential	**41.89**	**103.52**	**1,843 -2,302**	**100%**	**5,345 -6,677**

** Assuming 2.9 people per unit for all housing types.*
** Assuming ~8.5-10.4m wide lots for low density housing.*
** Assuming ~6.7m wide lots for street fronting medium density housing and 20–30 units per acre for comprehensive sites.*
** Assuming a range of 40-60 units per acre for high density comprehensive sites*

TABLE 5. Projected Density

Residential Area	Units	Hectares / UPH	Acres / UPA
Gross Developable Area	**-**	**67.75**	**167.41**
Projected Density (Minimum)	1,843	27.2	11.0
Projected Density (Average)	**2,073**	**30.6**	**12.4**
Projected Density (Maximum)	2,302	34.0	13.8

3.6.1 Low Density Residential

Low density residential is anticipated to be zoned Traditional Neighbourhood District (TN) and support primarily detached single family residential housing, with opportunities for other housing forms or limited commercial where appropriate and in accordance with the Land Use Bylaw. Lane access creates an opportunity for secondary suites that could be lane-oriented or found within the basement or existing homes. The single-family residential dwellings will be street-oriented with a mix of laned homes and front entry driveways on lower traffic streets without lane access.

3.6.2 Medium Density Residential

Medium-density residential areas are anticipated to be zoned Traditional Neighbourhood District (TN) or Neighbourhood Core District (NC). These areas will support a mix of ground-oriented housing, such as row housing and semi-detached dwellings, with limited commercial opportunities where appropriate and in accordance with the Land Use Bylaw. Single-detached dwellings are not permitted in these areas. Medium-density areas are intended to support affordability and middle-housing opportunities within the neighbourhood, while also facilitating distinct view corridors along the collector road network.

Medium density residential occurs in two formats: street-fronting, which is primarily fee simple and fronts the local and collector road network, and comprehensive on larger sites, which will likely support condominium ownership.

Street-fronting medium density housing always includes a rear lane and is primarily located along the collector network. The attached housing form and laneway enable a continuous and attractive streetscape for pedestrians and vehicles, uninterrupted by front driveways.

There are two medium-density comprehensive sites identified within the plan area, both in the northwest, within walking distance of the commercial site and the central park space. These sites are anticipated to support clusters of semi-detached or row housing with interior private driving lanes and parking. Both sites will benefit from direct access to and views of the central park space, as well as close proximity to the school.

FIGURE 10. **Medium Density Residential Concept**



*The above illustrated concept is for conceptual purposes only and specific lot sizes and site plans may be subject to change at subsequent stages of planning and development.

3.6.3 High Density Residential

Due to the site grades, access, and proximity to neighbourhood amenities, the majority of the high-density residential sites have been located within the northern portion of the plan area. Three large sites have been located along Big Rock Trail within proximity to commercial amenities and the expansive central park space. This cluster of complementary destination uses within the neighbourhood will support the use and vibrancy of the area.

The sites are anticipated to be zoned Neighbourhood Core District (NC) and support a variety of comprehensively developed housing types, such as row housing and multi-unit residential buildings, with the potential for some associated general retail or service uses in accordance with the Land Use Bylaw. Conceptual site planning for these high density residential sites have been demonstrated in **Figure 11: High Density Residential Concept**, however final site plans will be finalized at the development permit stage and may differ from the concepts illustrated.

The high-density sites only extend as far east as the eastern access road to support low-density housing in the northeast corner adjacent to existing housing in the Sheep River neighbourhood. As further described in **Section 3.8** below, a flex site has also been identified in the northwest corner of the plan area and illustrated to support additional high-density residential. However, the final uses on this site may vary and will be determined at the development permit stage based on market demand.

FIGURE 11. High Density Residential Concept



*The above illustrated concept is for conceptual purposes only and specific lot sizes and site plans may be subject to change at subsequent stages of planning and development.

3.7 Commercial

3.7.1 General Commercial

At the northwest corner of the plan area, adjacent to the community entrance, is a 1.62ha (4.0ac) commercial site intended to support the daily needs of the community. The site is accessed off a distinct entrance road off Big Rock Trail. The site is anticipated to support approximately 4,047 - 5,666 Sqm (43,561 - 60,985 Sqft) of built area in the form of general retail services to support the neighbourhood and surrounding areas. Future development will be consistent with the Land Use Bylaw's General Commercial District (GC).

The commercial site is prominently located adjacent to Big Rock Trail, where it will be visible to those entering and exiting the Town from the west. To support the access and visibility of the site, it has been located directly adjacent to the westernmost entrance road and within walking distance of higher-density residential sites and the central park space, and includes regional pathway connections. The site is proposed to be accessed from the east and south.

TABLE 6. Commercial Statistics

	(ha)	(ac)	Approx. Build Area [1]	Anticipated Jobs [2]
Commercial (GC)	1.62	4.00	4,047 - 5,666 Sqm 43,561 - 60,985 Sqft	113
Flex - Civic/Res (GC/NC)	2.28	5.64	5,706 - 7,989 Sqm 61,421- 85,989 Sqft	160
Total	**3.90**	**9.64**	**10,894 - 15,937 Sqm 117,266 - 171,543 Sqft**	**319**

[1] *Assuming 0.25 – 0.35 FAR*
[2] *Assuming 50 m2 / employee*

3.7.2 Retail Demand

As summarized in **Section 2.3.7**, a Retail Demand Analysis was completed by CBRE in 2026. The analysis reviewed the potential retail demand within the overall West Okotoks ASP with particular focus on the NASP lands and future development lands to the south. Retail demand in Okotoks is closely tied to population growth, evolving consumer needs, and the Town's approach to smart, sustainable growth. As the community continues to expand, particularly in new neighbourhood areas, there is a need to provide convenient, locally accessible services that reduce reliance on longer trips and support complete communities. At the same time, maintaining a balanced supply of commercial space is critical to ensuring the long-term viability of businesses and avoiding over-saturation. Retail development is therefore best planned in a strategic and phased manner, aligned with residential growth, located along key transportation corridors for visibility and access, and integrated within identified nodes. The findings of the Retail Demand Analysis support this approach, reinforcing the importance of aligning commercial development with demonstrated demand and broader growth patterns across the West Okotoks area.

3.8 Flex – Civic / Residential / Commercial

A flex site has been identified in the northwest corner of the plan area between the commercial site and the elementary school. This site has been identified as "flex" to provide the opportunity for multiple possible uses. The site provides the opportunity for potential expansion of the commercial lands, should market demand warrant, for other employment or office uses, for civic uses such as a church site, or to support additional high-density residential.

The 2.29 ha (5.65 ac) flex site has high visibility from Big Rock Trail and good access from the interior collector road network. A small portion of the site is intersected by the Mountain View Poultry Minimum Distance Separation (MDS) Setback, which limits residential housing within its bounds. This setback can be enforced by the Town at the development permit stage, depending on the proposed future use and site plan. The regulations specify that the MDS setback applies to the dwelling itself, and not the parcel.

As summarized in **Table 4**, it has been assumed that the site will most likely be developed as high-density residential under the Neighbourhood Core District. However, should the site support an employment use, an assumption has also been included in **Table 6**, to demonstrate the potential built area and job generation. Retail, office, and institutional uses vary greatly in their potential built area and job generation, so the estimate in this NASP may vary at the land use amendment and development permit stage. These statistics represent an either-or scenario for the site.

3.9 Community Node

The West Okotoks ASP identifies a Community Node in the northwest corner of the plan area. "The Community Nodes are intended as comprehensively planned, mixed-use activity centres that serve the needs of the surrounding community. A Community Node should consist of a mix of commercial uses, medium to high-density residential development, as well as recreational, institutional, and cultural uses" (p.63, WOASP). They should be a minimum of 4 ha (10ac) and include a range of land uses.

The Community Node, focused along key mobility corridors at the north end of the plan area, will function as a vibrant hub of activity for both residents and the broader Okotoks community. The node will span multiple parcels and establish a unique and inviting gateway into the neighbourhood. Consistent with the West Okotoks ASP, the node is planned as a comprehensively designed, mixed-use centre that brings together commercial uses, medium and high-density residential development, and opportunities for recreational, institutional, and community-oriented spaces with the Stormpark and amenity park across the street.

A key objective of the node is to concentrate higher-density housing in close proximity to amenities and services. This supports walkability and enables residents to meet many of their daily needs within a short walking distance, fostering a more complete and active neighbourhood environment.

The commercial component of the node is located along Big Rock Trail, providing high visibility and convenient access for the wider Okotoks community. This location allows ease of access to the site upon entry to the neighbourhood with an additional entrance from the south. Plan area residents can easily and safely reach the node via the interior collector and local streets and pathways. By locating the primary commercial access near the edge of the community, traffic associated with these uses is directed to the perimeter rather than through internal residential streets. This helps reduce through-traffic within the neighbourhood and contributes to a safer and more comfortable environment for residents.

Figure 12: Community Node Concept provides a conceptual representation of the cluster of uses and conceptual site plans to illustrate the intended vision, with details to be refined at the detailed design and development permit stage.

FIGURE 12. Community Node Concept



*The above illustrated concept is for conceptual purposes only and specific lot sizes and site plans may be subject to change at subsequent stages of planning and development.

3.10 Future Development Lands to the South

The future development lands to the south of this NASP plan area, extending to Highway 7, are owned by the same ownership group as the subject NASP. Although they are not the subject of this NASP and will require future analysis and planning, a shadow plan has been identified within this NASP to show the potential neighbourhood structure as indicated by the West Okotoks ASP. A key organizing feature of the overall area is the central wetland system, which is anticipated to extend southward into these future development lands. This natural feature will continue to serve as a defining element, structuring future neighbourhoods in a manner similar to the current plan area, supporting connected open space networks, view corridors, and immediate access to nature.

The residential pattern established in this NASP, characterized by a mix of housing types organized around open space and supported by a connected road and pathway network, is expected to extend into the future south lands. This approach will help ensure continuity in urban form, connectivity, and community character across the broader southwest Okotoks area. At the southern interface, careful consideration will be given to Highway 7. This edge will require thoughtful planning to address access, buffering, sensitive transitions, while also providing appropriate connectivity to the regional transportation network that extends west to Diamond Valley and East to Aldersyde/2A Industrial corridor.

As identified in the West Okotoks ASP, these lands are considered Phase 3 and represent longer-term development areas. Their development is contingent on the availability of servicing infrastructure and will require upgrades to water, sanitary, and transportation systems. As such, development will proceed only when it aligns with the Town of Okotoks' Growth Management Strategy and when it is appropriate to extend municipal services to this portion of the community.

High-level and conceptual statistics have been outlined in **Table 7** to demonstrate the approximate land areas and potential future balance of uses on the future development lands to the south. The numbers provide an indication of the balance of Municipal Reserve dedication, commercial services, school sites and residential population between the two areas, to support a balanced approach and appropriate future planning. These values will be subject to change during the NASP and future detailed design for these lands.

TABLE 7. Future Development Lands		
	(ha)	(ac)
Future Development Lands to the South Area	**169.47**	**198.54**
Potential Environmental Reserve (*Verified by applicable studies in future NASP)	**21.94**	**54.22**
Potential Gross Developable Area	**58.41**	**144.32**
Potential Gross Developable Area for Municipal Reserve (excluding Town-owned ROW)	**56.79**	**140.33**
Parks and Open Space		
10% Municipal Reserve Requirement	5.68	14.03
*Over dedication of Municipal Reserve in current SW Okotoks NASP	1.26	3.12
Potential School Site	3.24	8.00
Potential Parks and Open Space (excluding school & SW Okotoks NASP over dedication)	1.18	2.91
Residential Neighbourhood		
Potential Neigbourhood Area (GDA excluding parks and schools, including roads and stormwater management infrastructure)	54.35	134.30
Potential Units ((GDA minus commercial) x 12 UPA)	1,612 units	
Potential Population (Potential Units x 2.9 people per unit)	4,674 people	
Community Node / Commercial		
Potential Commercial Site	4.05	10.00
Potential Built Area (0.25 FAR * Site Area)	10,117 SqM | 108,902 SqFt	

**All the areas in this table are subject to change through the NASP planning process for these lands, but have been provided as a general indication of potential Municipal Reserve balances, the provision of school sites, residential population and potential commercial amenities.*

3.11 Land Use Policies

3 .1	Land uses within Southwest Okotoks should generally align with those identified in **Figure 9: NASP Land Use Concept**. Minor adjustments to the land use concept will not require amendment to this plan provided a minimum gross residential density of 30 units per hectare (12 units per acre) is maintained and the proportion of single detached housing units does not exceed the maximum threshold outlined in the Municipal Development Plan.
Residential	
3.2	A range of housing types must be dispersed throughout the plan area, including but not limited to single-detached, semi-detached, row housing, and multi-unit housing in accordance with the NASP land use concept.
3.3	Opportunities for secondary suites and accessory dwelling units will be supported throughout the plan area to support increased housing choice and affordability.
3.4	Medium and high-density residential development should be oriented to the street and located with convenient access to collector and arterial roadways, the pathway network, future transit, and amenity spaces.
3.5	Residential development will not be permitted within the Minimum Distance Separation setback associated with the adjacent Confined Feeding Operation, to be confirmed at the Development Permit stage.
Commercial	
3.6	Neighbourhood-scale commercial uses may be considered throughout the plan area, where appropriate, in accordance with the Land Use Bylaw, particularly where they enhance walkability and provide local convenience services.
Flex Site	
3.7	The flex site may be developed to support residential, commercial, office, civic or institutional uses without the requirement for an update to this NASP.

Community Node	
3.8	A Community Node shall be located in the northwest portion of the plan area adjacent to Big Rock Trail, consistent with the direction of the West Okotoks ASP.
3.9	The Community Node shall function as a mixed-use activity centre that provides opportunities for commercial, residential, recreational, institutional, and community-oriented uses. Development within the node should support daily needs, local employment opportunities, and act as a focal point for the surrounding neighbourhood.
3.10	The Community Node shall include a range of non-residential uses and is intended to accommodate a scale of development consistent with market demand and the West Okotoks ASP, with the final composition, density, and built form determined at the development permit stage in accordance with this Plan.
3.11	Medium and high-density residential uses shall be located in within, or in proximity, to the Community Node and central open space network to support activity, walkability, and provide appropriate transitions to lower-density residential areas.
3.12	Development shall be designed to integrate with and respond to the central wetland and open space network, using this feature to structure compatible land use patterns, support connectivity, and enhance community identity.
Future Development Land to the South	
3.13	The future development lands to the south will be subject to an independent NASP process. Any variations to the features shadowed within the figures of this plan or the statistics in **Table 7** will not require amendment to this NASP.

4.0



SECTION 4.0

PARKS & OPEN SPACE NETWORK

4.1 Parks & Open Space Overview

The parks and open space network throughout the neighbourhood has been designed as an integrated network of parks and pathways that provide a variety of natural and programmed amenities for a diversity of different users, and enhance all residents connection to nature.

The parks system has been specifically designed to offer a unique view corridor and provides programmed activity or natural connection to the pathway network. Every open space area has a connection to the road network and at least one regional or local pathway link. The pathway network has been designed with safe and efficient connections between all the open spaces for pedestrians, cyclists, joggers, mobility aid users, and other active modes.

The parks and open space network centres around the central wetland that has a range of programmed and naturalized spaces. The parks plan is aligned with the Municipal Development Plan and, as illustrated in **Figure 13: Parks & Open Spaces** all residential development within the plan area is within walking distance (400m) to a recreation facility, park or cultural facility. Parks have been strategically located throughout the community to form attractive viewpoints at the terminus of key intersections and frame unique gateways into the community.

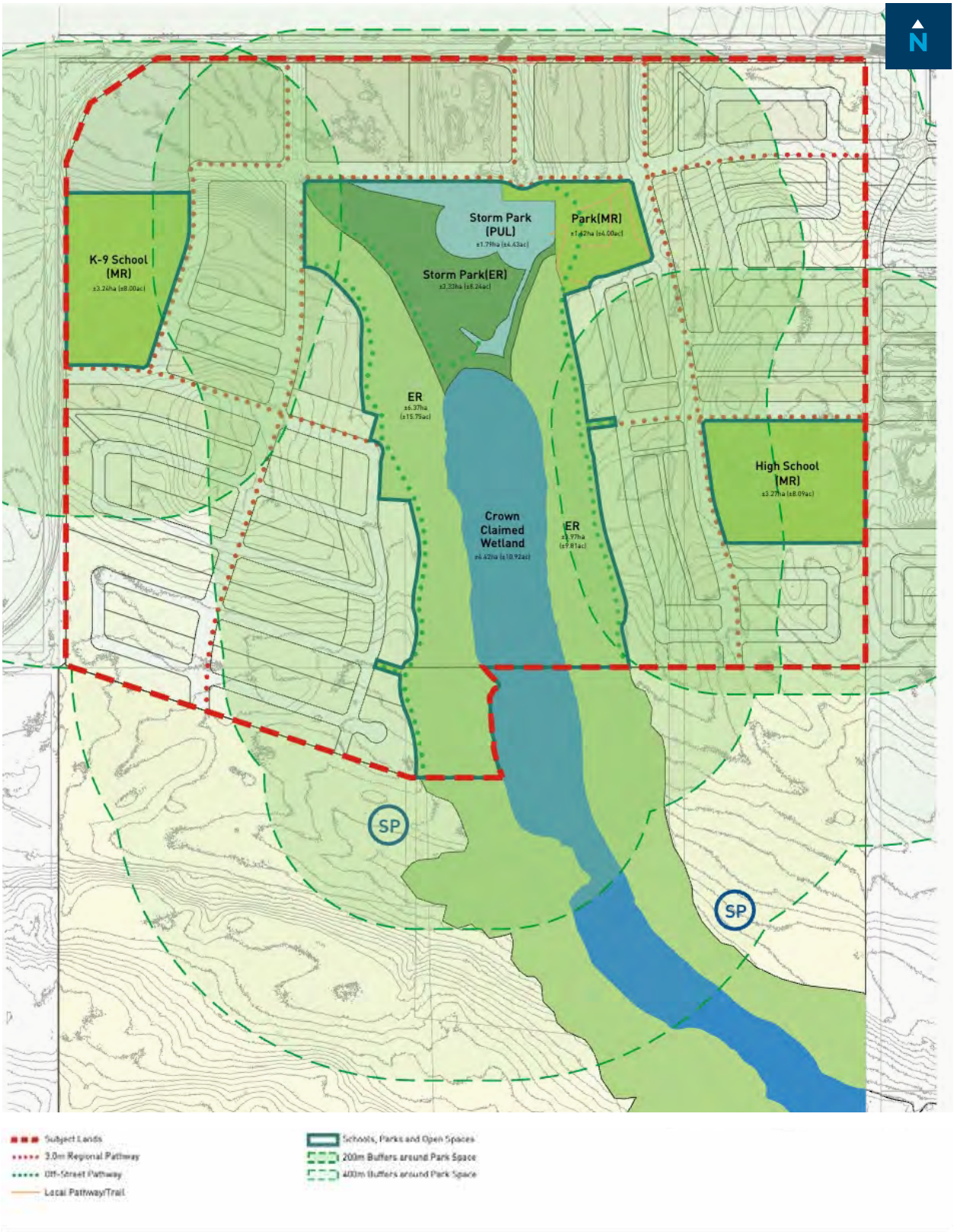
Table 8: Open Space Classification & Statistics outlines the various components of the open space network and their areas. Municipal Reserve has been allocated at 11.5% of the gross developable area, which represents an over dedication based on the requirements of the Municipal Government Act. This over dedication is primarily due to the large Environmental Reserve within the plan area and the dedication of two school sites. The over dedication has been proposed to realize the vision of a highly programmed amenity park at the north end of the wetland, complementary to the nearby commercial hub and high-density residential. It is envisioned as a destination for all Okotoks residents. As detailed in **Table 7: Future Development Lands** to the South, the over dedication within this plan area is envisioned to be offset by an under dedication in the future development lands to the south. The final Municipal Reserve dedication will be tracked at the subdivision stage.

Although not considered as municipal park space, the Stormpark visually contributes a connection to nature while providing the utility of stormwater management and has been described below.

TABLE 8. Open Space Classification & Statistics

	Classification	(ha)	(ac)	% TPA	% GDA
Total Plan Area		**89.12**	**220.22**	**100.0%**	
Crown Claimed Wetland	Environmental Reserve	4.42	10.92	5.0%	
Steep Slopes	Environmental Reserve	10.34	25.56	11.6%	
Stormpark	Environmental Reserve	3.33	8.24	3.7%	
Town Owned Road ROW (to be closed) (North Quarter)	Non-Owned Lands	1.62	4.00	1.8%	
Gross Developable Area		**69.41**	**171.50**	**77.9%**	**100%**
Central Park	MR – Park	1.62	4.00	1.8%	2.3%
East High School Site	MR – School	3.27	8.09	3.7%	4.6%
West K-9 School Site	MR - School	3.24	8.00	3.6%	4.6%
Linear Park Connection	MR – Linear Park	0.04	0.09	0.0%	0.1%
Linear Park Connection	MR – Linear Park	0.04	0.09	0.0%	0.1%
Total		**8.20**	**20.27**	**9.2%**	**11.5%**

FIGURE 13. Parks & Open Spaces



4.2 Parks & Open Space Concepts

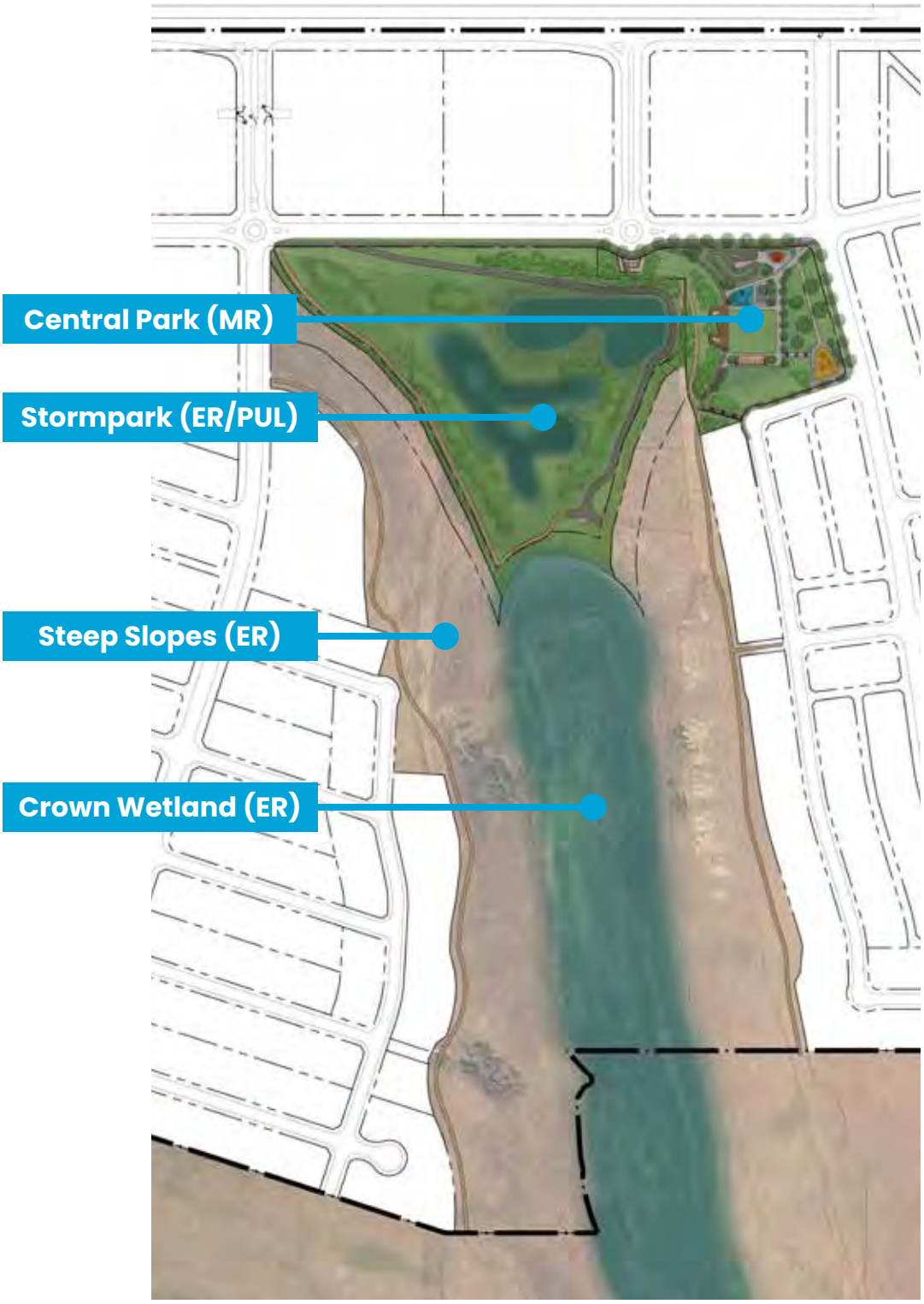
A variety of parks and open spaces have been distributed throughout the plan area and meet the size, location and programming objectives of the updated Okotoks Recreation, Parks, and Leisure Master Plan. **Table 8: Open Space Classification & Statistics** identifies the dedicated park spaces throughout the plan area, currently identified by location or functional names. Specific Park names, in accordance with the Towns naming policy, will be identified at a later stage.

The Southwest Okotoks open space network is anchored by a central wetland system that forms a north-south spine and serves as the neighbourhood's defining natural feature. This wetland and its surrounding environmental reserve lands will be preserved to maintain ecological function while creating a strong visual and recreational amenity. The natural valley structure is complemented by an adjacent programmable park space, allowing for a balance of passive and active recreation opportunities. A connected pathway network is integrated throughout, providing access to the wetland corridor and supporting walking, cycling, and other forms of active transportation. Together, these elements create a continuous open space system that supports recreation, strengthens community identity, and contributes to residents' overall health and well-being.

The broader parks and open space network are designed as a series of interconnected spaces, including school sites, a central neighbourhood park, a stormwater park, and linear park connections that extend throughout the neighbourhood. As illustrated in **Figure 13: Parks and Open Spaces**, the central wetland corridor is supported by a strategically located park space and dedicated school sites on either side, reinforcing its prominent role and ensuring accessibility from surrounding residential areas. Linear parks and pathway connections link these spaces, creating a cohesive network that connects residents to key destinations and amenities. Each park space will be designed to respond to its context and intended function, while collectively contributing to a well-distributed, accessible, and highly connected open space system across the neighbourhood. The open space network is comprised of unique elements and various pathway types to frame themes and needs found throughout the plan area.

Conceptual designs for each of the park spaces are included in following sections.

FIGURE 14. Central Park, Environmental Reserve & Stormpark Concept



4.2.1 Environmental Reserve

The Southwest Okotoks neighbourhood is centered around a prominent wetland corridor that serves as a defining natural amenity within the open space network. Extending north to south through the plan area, the crown-claimed wetland (4.42 ha / 10.92 ac) and adjacent slopes (10.34 ha / 25.56 ac) combine to account for roughly 17% of the total plan area through environmental reserve dedication. These natural areas create a unique landscape feature that has been integrated into the neighbourhood structure to support recreation, connectivity, and ecological function. The natural character of the wetland corridor, including its vegetation, slopes, and open views, will be preserved and enhanced through adjacent park spaces, pathway connections, and sensitive interface design. This central natural amenity provides residents with direct access to nature and establishes a strong sense of place within the neighbourhood.

Environmental reserve lands are intended to remain in a naturalized state, while being supported by an interconnected network of pathways, parks, and gathering spaces. Informal/off-street pathways are planned along both sides of the corridor, with multiple east-west connections linking surrounding residential areas and a variety of housing types to the naturalized portion of the open space network. These connections are intended to provide convenient and equitable access to the wetland amenity from across the neighbourhood while encouraging active transportation and outdoor recreation. Pathways near the top of the slope are envisioned to provide a more immersive natural experience and to capitalize on views into the wetland corridor and surrounding landscape. Pathway alignments and park interfaces will be designed to balance accessibility with environmental awareness and minimize disturbance to natural features wherever possible.

Streets, parks, and residential frontages have been oriented to maximize visibility and access to the wetland corridor, reinforcing its role as the heart of the neighbourhood. School sites, a programmable park space, and linear park connections are positioned adjacent to the corridor to support activity and minimize barriers to flow and access. The prominence of environmental reserve lands, and upper off-street pathways, are shown on **Figure 14: Central Park, Environmental Reserve & Stormpark Concept.**

4.2.2 Central Park & Stormpark

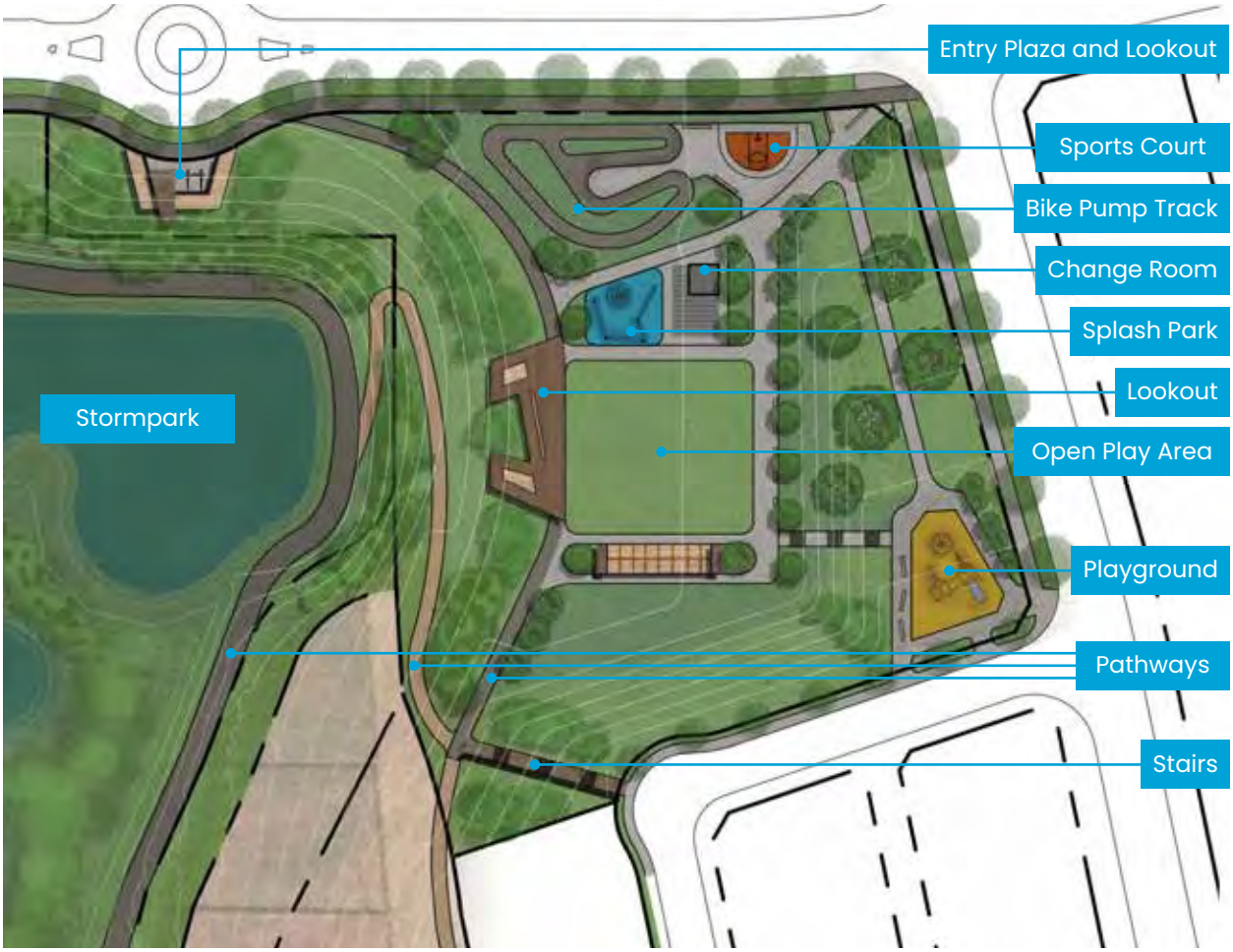
The central park, adjacent to the functional Stormpark, is located as the northeastern terminus of the wetland preservation area and is designed to complement the funtional Stormpark, which manages stormwater runoff within the community. Located at the natural low point of the community, this park is a combination of Environmental Reserve (ER), Public Utility Lands (PUL) and Municipal Reserve (MR).

The pond is designed not only as a functional stormwater management facility, but also as a constructed wetland providing educational opportunities, and includes primary pedestrian and cyclist infrastructure to serve as a destination for gathering. The pond will be surrounded by vegetated park space and a paved maintenance access road and regional pathway loop, located above the

high-water line. The Stormpark will include a combinaion of functional stormwater management infrastructure with a naturalized wetland, visually blending with the natural wetland to the south.

The Municipal Reserve amenity park space is 1.62 ha (4.00 ac) and provides a connection between the higher intensity uses north, residential areas, and the naturalized areas south. The vision of the central park is to create a landmark destination park for both the new community and the broader Town of Okotoks, a place people will visit, return to, and take pride in. Designed to deliver high-quality amenities and memorable experiences, the park will support recreation, social gathering, and relaxation. Its design will be deeply rooted in the surrounding landscape, integrating wetlands and distinctive sandstone outcrops within a low valley setting to shape a unique and authentic sense of place. Carefully planned pathways, viewpoints, and gathering spaces will highlight these natural features while balancing active uses (splash park, play areas, sports courts, and a bicycle pump track) with quieter spaces for reflection. With a strong emphasis on environmental stewardship and design excellence, the park will become a defining neighbourhood asset that celebrates nature and connection. The conceptual design, and associated key features, of the park are outlined on **Figure 15: Central Park Concept.**

FIGURE 15. Central Park Concept



4.2.4 K-9 School Site

The K-9 School Site is approximately 3.24 ha (8.00 ac) in size and is located along the western boundary of the plan area adjacent to 8 Street West. The site is bordered by flexible-use lands to the north, which may accommodate civic and/or residential uses, and is framed by collector roadways to the east and south. The collector roadway along the southern edge also functions as the primary western access into the neighbourhood from 8 Street West.

The school is positioned in proximity to the Community Hub and surrounding medium- and higher-density residential areas, allowing a significant portion of the neighbourhood population to access the site within a comfortable walking or cycling distance. A regional pathway connection along the collector roads links the school to higher intensity areas and the broader open space/pathway network.

The site has been planned to accommodate a full range of school-related facilities and outdoor amenities, including a school building, parking areas, a playground, and sports fields. Consideration has also been given to operational functionality and safety through the inclusion of dedicated pick-up and drop-off areas intended to minimize congestion during peak periods. The surrounding road network and pathway connections are designed to support safe and efficient movement for pedestrians, cyclists, school buses, and vehicles, while integrating the school into the overall neighbourhood structure and public realm.

While traditional single-storey school sites typically required approximately 10 acres of Municipal Reserve, this joint-use concept, with shared playfields, frontage along two collector roads, and on-street pick-up/drop-off, supports more efficient land use. The transition to multi-storey school buildings further enhances this efficiency.

Policy 2.5.4(a) of the Okotoks Municipal Development Plan states that school sites should be integrated within neighbourhoods and "optimize the use of limited Municipal Reserve lands" while balancing school programming needs with community access to parks and recreation. Given the presence of significant Environmental Reserve in the plan area, and two school sites, Municipal Reserve land within the plan area is limited. As such, the school site has been conceptually sized and designed to meet programming requirements efficiently while preserving opportunities for additional Municipal Reserve throughout the neighbourhood.

A conceptual layout of the K-9 School Site is illustrated on **Figure 16: K-9 School Site Concept.**

4.2.3 High School Site

The Southwest Okotoks NASP includes a portion of a Joint Use Site, as identified in the West Okotoks ASP, which will accommodate a portion of High School Site extending into the neighbourhood of Tillotson to the east. The High School Site will be roughly 3.27 ha (8.09 ac) in size and is situated along the central eastern boundary of the plan area. The portion of the High School Site that is within the plan area boundary will be planned in collaboration with the Tillotson lands and will roughly double in size at the time of development. The High School Site serves as a key destination within the overall open space network and represents the largest Municial Reserve dedication in the plan area. It is intended to include a range of active recreation amenities and educational facilities to serve Southwest Okotoks residents and adjacent communities.

The site is bordered on the north and west by collector roads and is connected to regional pathways, supporting a variety of active transportation options and safe access routes. As demonstrated in **Figure 17: High School Site Concept**, the site is designed to accommodate convenient vehicle access, proximate to the school building, including designated bus parking and pick-up/drop-off areas. The site is anticipated to accommodate one school building, a parking area, and recreational amenities at the discretion of the school division. A conceptual layout of the High School Site is illustrated on **Figure 17: High School Site Concept.**

FIGURE 16. K-9 School Site Concept



FIGURE 17. High School Site Concept



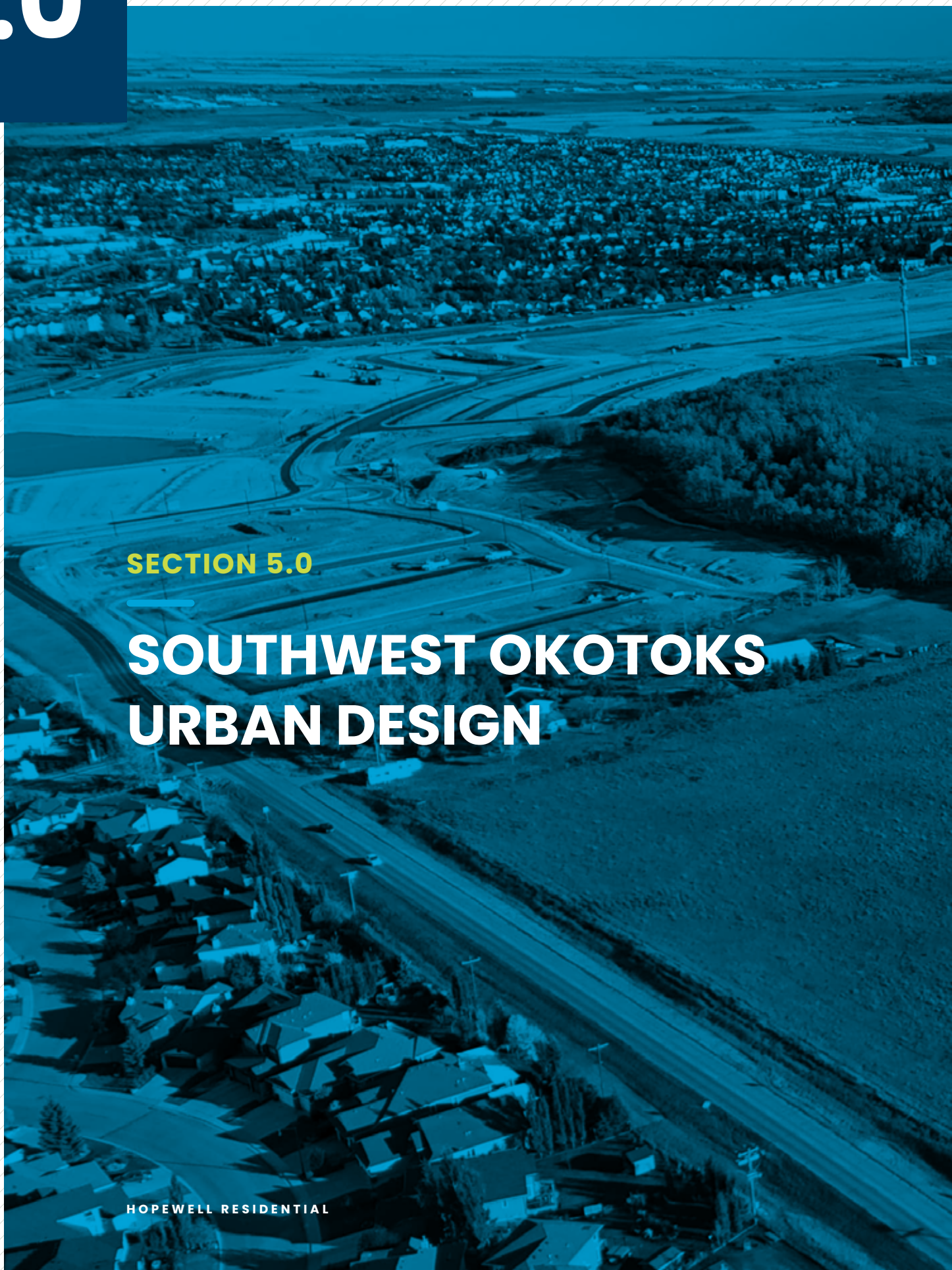
**The school concepts are for illustration purposes only and the final school site design and recreational amenities will be at the discretion of the applicable school board.*

4.3 Parks and Open Space Policies

Park Distribution	
4.1	The distribution and size of parks and open space should be in general alignment with **Figure 13: Parks & Open Spaces**.
4.2	Parks within the Southwest Okotoks NASP will be given desirable park names that support a unique identity and recognition. The naming of parks will be in alignment with the Town's Naming of Roadways, Parks, Neighbourhoods and Facilities Policy.
Municipal Reserve and Environmental Reserve	
4.3	Municipal Reserve will be dedicated at the subdivision stage in accordance with the Municipal Government Act and the provisions of this plan. Minor adjustments to the Municipal Reserve parcel boundaries may be considered.
4.4	Municipal Reserve dedication will be in alignment with the Municipal Government Act in consideration of this plan area and the future development lands to the south. The 10% MR requirement will be balanced across the two plan areas.
4.5	The distribution of Municipal Reserve, Environmental Reserve and Public Utility Lot across the plan area may be subject to minor variation at the subdivision stage, specifically with respect to the delineation between the central park, the Stormpark and the adjacent slopes.
4.6	Lands shown as Environmental Reserve on **Figure 13: Parks & Open Spaces** will be dedicated as Environmental Reserve at the time of subdivision. Minor adjustments to the boundary shown in **Figure 13** may be approved by the subdivision authority in consideration of detailed design grades, slope stability analysis, regional pathway constructibility and maintenance. In no case may a subdivision property line setback from the top or toe of slope be less than 6.0 m.
4.7	Disturbances to the Environmental Reserve Natural Area should be minimized and every effort should be made to retain existing and native vegetation.
Park and Open Space Design	
4.8	Parks and open spaces within the plan area will either contain or be connected to a road with a regional pathway to provide efficient access for pedestrians, cyclists, joggers, mobility aid users and other active modes. This connected network is intended to inspire movement, community integration, and to encourage active lifestyle choices
4.9	Detailed design of parks and open spaces should include considerations for minimizing wind exposure and maximizing exposure to sunlight.

4.10	Community parks and open spaces will be themed to ensure they tie into the overall neighbourhood theme, supporting a balance between naturalized spaces and programed community parks.
4.11	Minimal maintenance fences and street furniture such as seating and garbage receptacles will be incorporated into the neighbourhood.
4.12	The location, materials, and design of park infrastructure, including but not limited to, fencing, seating, garbage receptacles, bicycle parking and way-finding signage will be of a consistent aesthetic throughout the community to support a distinct sense of place. Park infrastructure will be in alignment with the Town of Okotoks General Design & Construction Specifications and will be subject to Town approval at the detailed design stage.
4.13	Landscaping in parks and along walkways should be placed to provide for attractive environments while retaining clear sight lines to promote natural surveillance.
4.14	Parks must be designed to provide a range of passive and active recreation opportunities for a wide variety of users at various stages of life and times of the year. Passive recreational features may include, but are not limited to pathways, seating and landscaping. Active recreational features may include, but are not limited to a basketball court, a play structure, and a bicycle pump track.
4.15	Detailed design of park spaces will be determined at the subdivision stage, in consideration of the policies and conceptual designs shown in this NASP, overall ease of maintenance, operation access and use, and the Town's General Design and Construction Specifications.
4.16	The design of parks, open spaces and stormwater management facilities should incorporate plant species that are low maintenance and considered non-invasive.
4.17	Low-water and drought tolerant landscaping will be required in all parks and open spaces and is encouraged on private property.
4.18	Landscape design of the stormwater management facility ('Stormpark') should be enhanced to support the park's features as a neighbourhood amenity and destination for the neighbourhood and surrounding areas.
Schools	
4.19	The eastern high school site should be designed to integrate with the other half of the site in the neighbourhood to the east so that it may function as one comprehensive high school site once both parcels are developed.
4.20	Multi-story building(s) are encouraged on the school sites in order to maximize the use of the site and ensure sufficient land for play fields and other school site amenities.
4.21	Pick-up and drop-off, and bus loading areas for the school sites should be located on the public street to maximize use of the school site for buildings and landscaping as well as encourage active transportation use.

5.0



SECTION 5.0

SOUTHWEST OKOTOKS URBAN DESIGN

5.1 Neighbourhood Layout

The neighbourhood structure is organized around the prominent north–south wetland corridor that forms the central spine of the subject lands, as illustrated in **Figure 9: NASP Land Use Concept**. Rather than allowing this natural feature to divide the site into separate areas, the layout intentionally wraps development patterns around both sides of the wetland and connecting it with a modified grid network of collector and local streets. This approach ensures continuous and efficient mobility throughout the neighbourhood, with mobility opportunities and visual connections that maintain the wetland as a shared focal point. The roads and block patterns bend and adjust in response to topography, Environmental Reserve boundaries, and slope constraints.

Access and neighbourhood feel are strongly defined along Big Rock Trail, where primary entrances are marked by roundabouts that maintain traffic flow and create enhanced arrival experiences. These gateways are oriented to frame views toward the central wetland, rolling foothills, and mountains, reinforcing a sense of place upon entry. Higher intensity land uses, including commercial and high-density residential, are located in the north portion of the subject lands to support visibility, accessibility, and transition into the community, while lower density forms step down toward the interior. Blocks are generally compact and well-defined to support efficient circulation and a range of housing forms, with subtle shifts and curvature to respond to the firm site boundaries and development constraints. The neighbourhood layout was largely guided by direction within the West Okotoks ASP and the existing site conditions as referenced in **Section 2.0**.



5.2 Neighbourhood Character

The design of the neighbourhood district is guided by an integrated planning approach that considers the relationship between natural features, land use, transportation and connectivity, built form, landscape character, infrastructure, and public realm design. This section of the NASP establishes the urban design framework for the community, ensuring alignment with the goals and policies of the Okotoks MDP while creating a cohesive, resilient, and distinctive neighbourhood that contributes positively to the long-term growth of Okotoks.

Southwest Okotoks has been planned as a unique residential opportunity defined by a series of interconnected design principles and organizing elements.

The overall structure of the community is informed by three major considerations:

- Centralized amenity space;
- Community village; and
- Medium and lower density branches.

The following sections outline the key urban design considerations and character-defining elements that shape the unique identity of Soutwest Okotoks, including the intended architectural and public realm vision, and describe how these components collectively support the objectives of the MDP.

5.3 Community Node

As described in **Section 3.9**, A key pillar of the neighbourhood design is the establishment of a centralized amenity area that will shape into a community node. The natural wetland system is enhanced through an interconnected pathway network, providing residents with opportunities to experience and engage with the natural environment. This integrated open space network supports recreation, wellness, and everyday community interaction while reinforcing the ecological character of the site.

To further strengthen the role of the central area as a focal point for the neighbourhood, a large Municipal Reserve (MR) space is proposed within one of the most accessible locations in the neighbourhood. The intent is to accommodate a range of gathering spaces, recreational opportunities, and active community uses, including both outdoor programmed spaces and potential indoor community-oriented facilities. The design of these amenity areas will emphasize long-term sustainability and low-maintenance landscape solutions through the use of regionally appropriate and low-water planting strategies.

By centralizing key amenities and open spaces, the community structure supports convenient pedestrian access from all neighbourhood areas, ensuring residents remain closely connected to shared destinations. The primary collector roadway frames the northern edge of the hub area and has been designed to incorporate pedestrian relationships and visual connections, creating a natural wayfinding feature and prominent community gathering point that residents and visitors will regularly experience as part of the neighbourhood circulation network.





5.4 Community Village

The "Community Village" concept establishes a higher density mixed-use area at the northern portion of the neighbourhood, creating a prominent activity node at the primary entrance into the community. By co-locating commercial uses with higher density residential development, the plan supports walkability and provides convenient access to daily services for the greatest number of residents. This helps reduce internal vehicle trips by encouraging pedestrian-oriented movement patterns and concentrating activity near the community's primary access points.

The layout further reinforces connectivity and placemaking through the creation of a strong visual and pedestrian corridor linking the commercial area with the central pond park and amenity spaces. Enhanced landscaping, streetscape treatments, and pedestrian-oriented design elements are intended to define this corridor and create an engaging public realm experience along the main roadway and adjacent higher density residential areas.





5.5 Signage

Commercial signage within the neighbourhood is intended to support business visibility while remaining sensitive to the overall character and pedestrian-oriented design of the neighbourhood. The signage strategy emphasizes appropriately scaled and integrated signage elements that contribute positively to the public realm. By concentrating higher density residential development near the commercial area and prioritizing strong pedestrian connectivity and visibility, the plan supports increased foot traffic and walkability, reducing the need for large-format, auto-oriented signage.

Signage design guidelines will enforce a cohesive and human-scaled commercial environment through the following principles:

- Emphasis on pedestrian-oriented signage;
- Integration of building signage within architectural façade elements to complement and reinforce overall building design and character; and
- Restriction of signage above eave lines to maintain signage within the pedestrian field of view and preserve the visual quality of the streetscape.





5.6 Commercial Design Guidelines

Commercial development within the neighbourhood is intended to reflect a high-quality architectural character that is authentic, durable, and complementary to the surrounding residential neighbourhoods. A variety of architectural styles will be encouraged to create visual interest and reduce the perceived scale of larger structures, supporting their integration within the broader community context. A strong emphasis on pedestrian interaction and vehicular movement will shape the site layout of commercial areas.

The design of commercial sites will be guided by the following principles:

- Streets and parking areas will incorporate pedestrian pathways and circulation features that improve connectivity through the site and encourage reduced vehicle speeds where feasible;
- Drive-through facilities will be prohibited in accordance with the policies of the MDP;
- Landscape and public realm design will include enhanced sidewalks, decorative paving treatments, coordinated community furnishings, bicycle parking, lighting, waste enclosures, and planting features to create a distinctive and pedestrian-oriented environment;
- Retaining structures, where required, will be carefully integrated into site design to maintain pedestrian accessibility and usability;
- Individual buildings will be required to demonstrate identifiable architectural character, and large uninterrupted façades relying solely on signage for articulation will not be permitted;
- Site layouts will emphasize prominent southern pedestrian access while locating higher traffic movements along lower volume roadways or internalized circulation areas to improve overall safety and functionality;
- Rooftop mechanical and service equipment will be screened from view, particularly where commercial uses interface with higher density residential or civic-oriented development;
- Architectural scale mitigation measures, including variations in rooflines, canopies, material proportions, and façade articulation, will be incorporated to reduce the visual massing of larger buildings;
- Durable and low-maintenance exterior materials will be encouraged to support long-term building quality and sustainability; and
- Storefronts and building frontages will be designed to engage the pedestrian realm through features such as canopies, extended entryways, articulated rooflines, and weather-protected walking areas where appropriate.

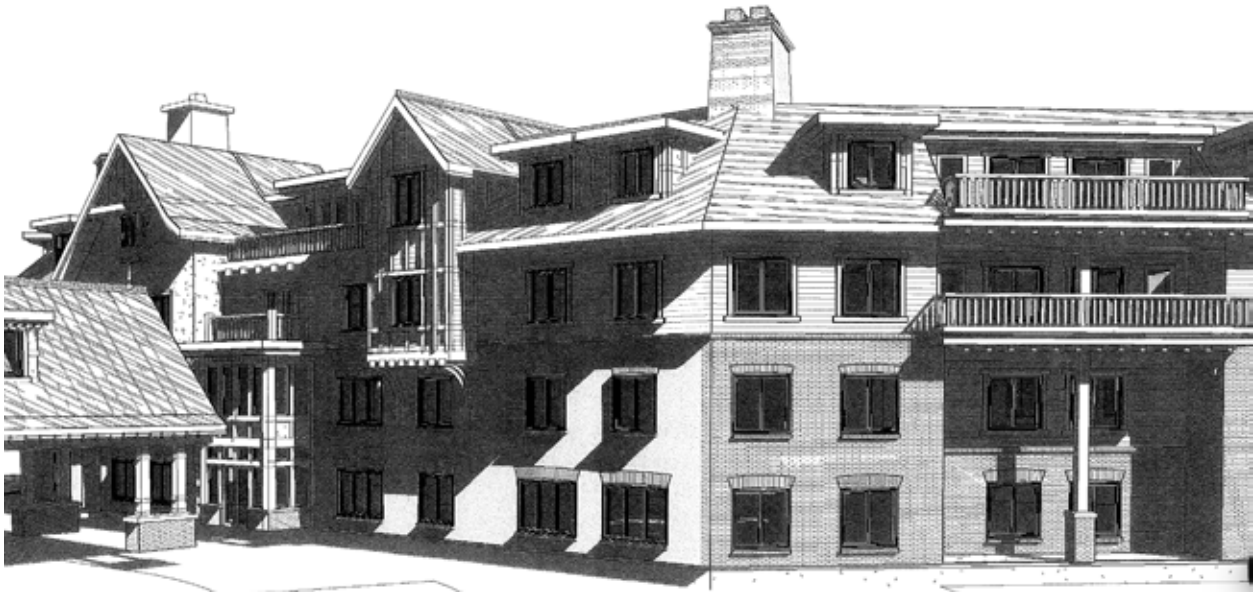


5.7 High-Density Residential & Mixed-Use

The higher density residential areas form an important component of the "Community Village" concept and are strategically located near the perimeter of the neighbourhood to support accessibility, walkability, and efficient traffic distribution. In addition to their functional role, these developments are intended to contribute significantly to the architectural identity and overall character of the neighbourhood through the application of strong urban design and built form standards.

The design of higher density residential development will be guided by the following principles:

- Incorporation of varied roof forms and architectural detailing that establish identifiable and cohesive architectural styles;
- Reduction of long uninterrupted façades through the use of material changes, articulation, modulation, and varied building forms;
- Integration between ground-oriented residential units and adjacent sidewalks and pathway systems, while maintaining resident privacy through features such as stoops, porches, grade transitions, landscaping, and planter barriers;
- Use of architectural massing techniques to reduce the perceived scale of larger buildings, including upper-storey step-backs, material variation, and façade treatments that minimize visual bulk and vertical prominence; and
- Consistent application of defining architectural elements, including coordinated window styles, exterior materials, roof forms, and massing strategies.



5.8 Medium & Lower Density

Lower density residential areas, consisting of single-detached and semi-detached housing forms, are primarily located within the interior portions of the neighbourhood and are organized along two major north–south corridors that extend from the Community Village area. This structure supports the creation of a cohesive and connected community focused around shared amenities, schools, parks, and gathering spaces, rather than disconnected residential enclaves. Each side of the neighbourhood will have a dedicated school site within Municipal Reserve lands, including the High School site positioned adjacent to the complementary school reserve within the Tillotson community, creating opportunities for coordinated recreational facilities and expanded shared open space amenities.

Medium density residential development is strategically concentrated closer to the northern amenities and mixed-use areas to support walkability and reduce the need for vehicle trips deeper into the neighbourhood. This arrangement reinforces the pedestrian-oriented design of the neighbourhood while providing transitions between higher intensity uses and lower density residential areas.

The transportation and lotting strategy further emphasizes neighbourhood functionality and streetscape quality by limiting direct residential access onto major roadways. The incorporation of semi-detached, row housing, and corner-oriented housing products along primary streets helps reduce traffic interruptions and improve roadway efficiency. Architectural guidelines for these housing forms will encourage integrated building compositions that present as cohesive, unified elevations rather than mirrored attached units. Through coordinated façade treatments, varied entry orientations, and consistent architectural detailing, these developments are intended to create a refined residential streetscape character along key corridors.



5.9 Medium & Low Density Design Guidelines

Medium and low density residential development within the community will include a range of housing forms, including single-detached, semi-detached, row housing, and smaller-scale multi-unit developments that contribute to housing diversity and support a complete neighbourhood structure. Architectural guidelines will promote authentic and cohesive design approaches rooted in established architectural vernaculars and stylistic consistency.

The design of medium density residential development will be guided by the following principles:

- Roof forms and architectural massing will reflect and reinforce the selected architectural style;
- Individual buildings will be designed using a single, cohesive architectural style;
- Repetitive flat façades and monotonous building forms will not be permitted;
- Exterior materials, detailing, and architectural accents will be selected to reflect the chosen architectural character;
- Colour palettes will be carefully reviewed to ensure variety while maintaining consistency with the intended stylistic expression; and
- Building layouts and frontages will emphasize clearly identifiable entryways and meaningful interaction with adjacent streets, sidewalks, and public spaces.

Summary of colour usage by style:

Prairie | Organic and streamlined in design; nature-inspired exteriors.

- The colours of this style tend to be earthy tones such as tans and browns.
- Trims tend to be strongly contrasting based on the primary body colour in either creams, deep browns, or black.
- Masonry is essential to this style and is most commonly a red or brown brick.

Craftsman | Character-rich and timeless. These homes feature earthy tones and natural details.

- The colours of this style tend to be earthy tones such as browns or greens.
- Contrasting trim colours provide highlights and visual interest.
- Nature inspired details such as shakes tend to be in browns or stained to keep the wood feel.



Arts & Crafts | Highly detailed and creative, with plenty of contrast in colour and materials. The style features bold details showing off the home's unique architecture.

- Colourful in the use of multiple materials, often up to five (5) colours can be seen on these homes.
- Front doors and detail features tend to be highlighted in a strong contrasting colour.
- The trim can often be seen ad complimentary from within the same family or bold with strong contrasting trims.



5.10 Public Realm Design

The character of the community will also be reinforced through the design of the public realm, including the spaces between buildings, streets, and open spaces that shape the day-to-day pedestrian experience. These transitional areas play a significant role in establishing the identity, comfort, and functionality of the neighbourhood and are intended to create a cohesive and engaging environment for everyone. The public realm will incorporate features such as sidewalks, pathways, landscaping, lighting, seating areas, refuse receptacles, signage, and other streetscape elements that collectively contribute to the overall quality and character of the community.

The following principles establish the high-level framework for public realm design, with detailed design elements to be refined through subsequent design stages:

- Street trees, native planting, and drought-tolerant landscaping will be incorporated throughout the neighbourhood to unify the public realm and provide definition to edges along major street corridors and in parks;
- Landmark features should be integrated within key gathering spaces and at the termination of important view corridors to reinforce community identity and assist with wayfinding. Common design elements, materials, and architectural motifs will be utilized to establish a cohesive feel throughout the community;
- Buildings located adjacent to public spaces, pathways, and parks will require enhanced architectural consideration to appropriately frame these areas, reinforce their intended function, and respond sensitively to the surrounding natural topography and landscape context;
- Public infrastructure elements, including fencing, lighting, and street furnishings, will be designed with a coordinated architectural and material palette; and
- Distinctive community signage and wayfinding elements will be incorporated throughout the neighbourhood.

5.11 Architectural Controls

Architectural controls for Southwest Okotoks will be prepared by the Hopewell Residential Architectural team and developed in conjunction with the NASP. These controls are intended to support high-quality residential development by establishing a cohesive and recognizable architectural vernacular for the neighbourhood, while also allowing for variety and consumer choice across housing forms and product types. **Section 5.0** of this NASP establishes the overarching vision, character, and design direction for the neighbourhood. Its purpose is to guide future development toward a cohesive and distinctive sense of place by providing clear expectations related to architectural quality, streetscape continuity, and neighbourhood character. While this section establishes the foundational design principles, additional refinement and implementation will occur through more detailed architectural controls prepared at the subdivision stage.

A range of architectural guidelines will be developed for the various residential product types to ensure each housing form appropriately addresses its unique design considerations while contributing positively to the overall community character. This approach is intended to support the delivery of a visually cohesive, market-responsive, and high-quality residential environment that reflects the intended identity of the neighbourhood. The preparation of detailed architectural controls closer to build-out will allow for a more precise and contemporary implementation of the design vision. Architectural guidelines will be registered against applicable lots at the time of subdivision. In instances where conflicts arise between the architectural guidelines and Town standards or regulations, the Town standards shall take precedence.



5.12 Designing Great Neighbourhoods

The Southwest Okotoks NASP has been designed to achieve the following outcomes articulated in section 2.1.1.b) of the Municipal Development Plan:

Neighbourhoods are compact and mixed use:
Southwest Okotoks has been designed in a compact form around an extensive park space network. Southwest Okotoks plans for a variety of residential housing types and densities distributed throughout the plan area integrated with diverse parks and open space and a highly visible commercial site. This distribution of housing and built amenity spaces ensures that all residents are within walking distance of one of the many destinations within Southwest Okotoks.

Neighbourhoods are inclusive:
Southwest Okotoks is planned for a wide variety of housing including single family detached, semi-detached, row housing and low to mid rise multi-family developments. This diversity of housing is strategically distributed across the plan area to provide a variety of opportunities for many demographics and lifestyles. The central park space is surrounded by all housing forms.

Neighbourhood amenities & facilities support the social, cultural, & recreational needs of residents:
Southwest Okotoks includes a commercial hub, a highly programmed central park, an innovative Stormpark, and a variety of neighbourhood scale parks distributed throughout the plan area. The park, social and amenity distribution and integration with the local and regional pathway networks ensure these destinations are accessible to all community residents. The central wetland and associated park space will be a beautiful and ecologically significant destination for all of southwest Okotoks.

Neighbourhoods are connected:
The Southwest Okotoks road network has been designed in a warped grid around the central wetland with a mix of complete street sections. The road network is complemented by an interconnected on and off-street pathway network in the form of sidewalks and local and regional pathways. These pedestrian, cyclist and mobility device options allow for active connections between housing and community amenities. Overall connectivity will improve with future development to the south.

Neighbourhoods embrace all seasons:
Many of the park spaces have been designed to support year-round use with flexible programming and associated infrastructure such as seating, lighting, and wayfinding. The regional pathways have also been designed with connectivity that facilitates efficient snow clearing. Overall connectivity will improve with future development to the south.

Neighbourhood Health Equity:

Many components of Southwest Okotoks have been designed to support the health and happiness of future residents. These include features such as the provision of a diversity of housing, the inclusion of street and park landscaping, the active transportation network and the commercial centre supporting daily service and social needs.

Neighbourhoods are innovative, flexible and adaptable:

The Southwest Okotoks NASP describes a unique commercial centre which could support a variety of commercial and retail uses in response to market demand. In addition, there are a variety of multi-family sites that will support a range of housing options. Finally, the provision of laned housing product throughout the plan area allows opportunities for the addition of accessory dwelling units.

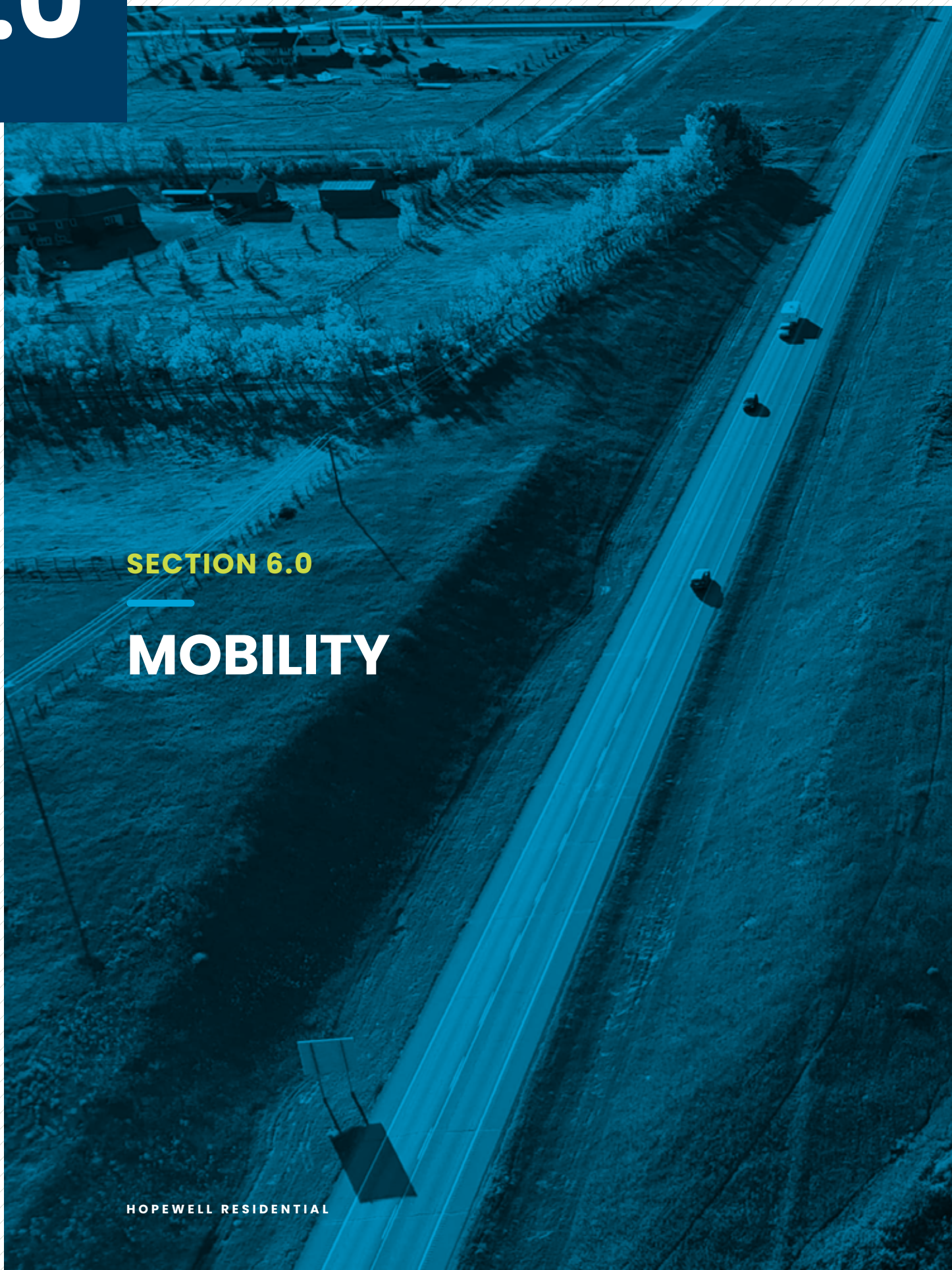


5.13 Urban Design Policies

General	
5.1	Architectural Controls will be prepared with each phase of subdivision, and may be registered on title.
Commercial	
5.2	Commercial development should be designed in accordance with the guidelines outlined in **Section 5.6** of this NASP.
5.3	The commercial site should be designed with a variety of buildings sizes and orientations to facilitate a mix of uses and flexibility of users over time.
5.4	Buildings within the commercial site should have features that enhance the community character and pedestrian experience such as clear glazing, awnings, pedestrian level signage, and clear connections to building entries either directly to the sidewalk, at corners, and/or sidewalk connections to interior entries.
5.5	The architectural character of commercial development should be cohesive with the surrounding residential development and park infrastructure.
5.6	Massing within the commercial site should seek to break large buildings into smaller increments both at the roof and at the base.
5.7	Buildings within the commercial site should be oriented around the perimeter of the sites to promote walkability and pedestrian scale development. All buildings should have clearly identified entry points, from either the interior of the site or both the interior and exterior.
5.8	Parking within the commercial site should be located on the interior of the site or otherwise screened with landscaping.
5.9	Parking, loading, storage facilities and delivery areas for commercial buildings should be visually screened wherever possible by locating interior to the site or screening with buildings, constructed screens or landscaping.

Flex	
5.10	Development within the flex site will be subject to the applicable policies of this plan whether it is developed residentially or commercially.
5.11	If the flex site is developed with a civic or institutional use, consideration should be given to the cohesion of the site design with the adjacent uses and architectural character. Assessment of this cohesion will occur at the development permit stage.
Residential	
5.12	Residential development should be designed in accordance with the guidelines outlined in **Sections 5.7** and **5.9** of this NASP.
5.13	Comprehensively planned high density sites should be designed to present an attractive and pedestrian scale interface to the street, especially along collector roads.
5.14	Comprehensively planned high density sites should visually screen parking areas by locating them interior to the site or screening with landscaping.
5.15	Comprehensively planned high density sites should include interior pedestrian infrastructure, landscaping, potential pocket parks for outdoor gathering.
5.16	Development adjacent to existing communities should be designed to facilitate sensitive transitions and compatible interfaces.
5.17	Single-detached homes that follow zero lot line design specifications should be permitted within the medium density areas identified in **Figure 9: NASP Land Use Concept**
Public Realm	
5.18	Key gateways, entrance points and viewsheds between Big Rock Trail and the central wetland should provide enhanced signage, landscaping, architecture, or public art. Neighbourhood identification signage or features should be located on private property; however, if these features are located on public property they will be subject to the Town's Optional Amenities Agreement.
5.19	The two primary collector streets entering the plan area from Big Rock Trail should be designed as an attractive pedestrian scaled main street with features such as sidewalks, street tree planters, decorative lighting, enhanced pavement treatments, enhanced crosswalks and pedestrian and cyclist-oriented furnishing.

6.0



SECTION 6.0

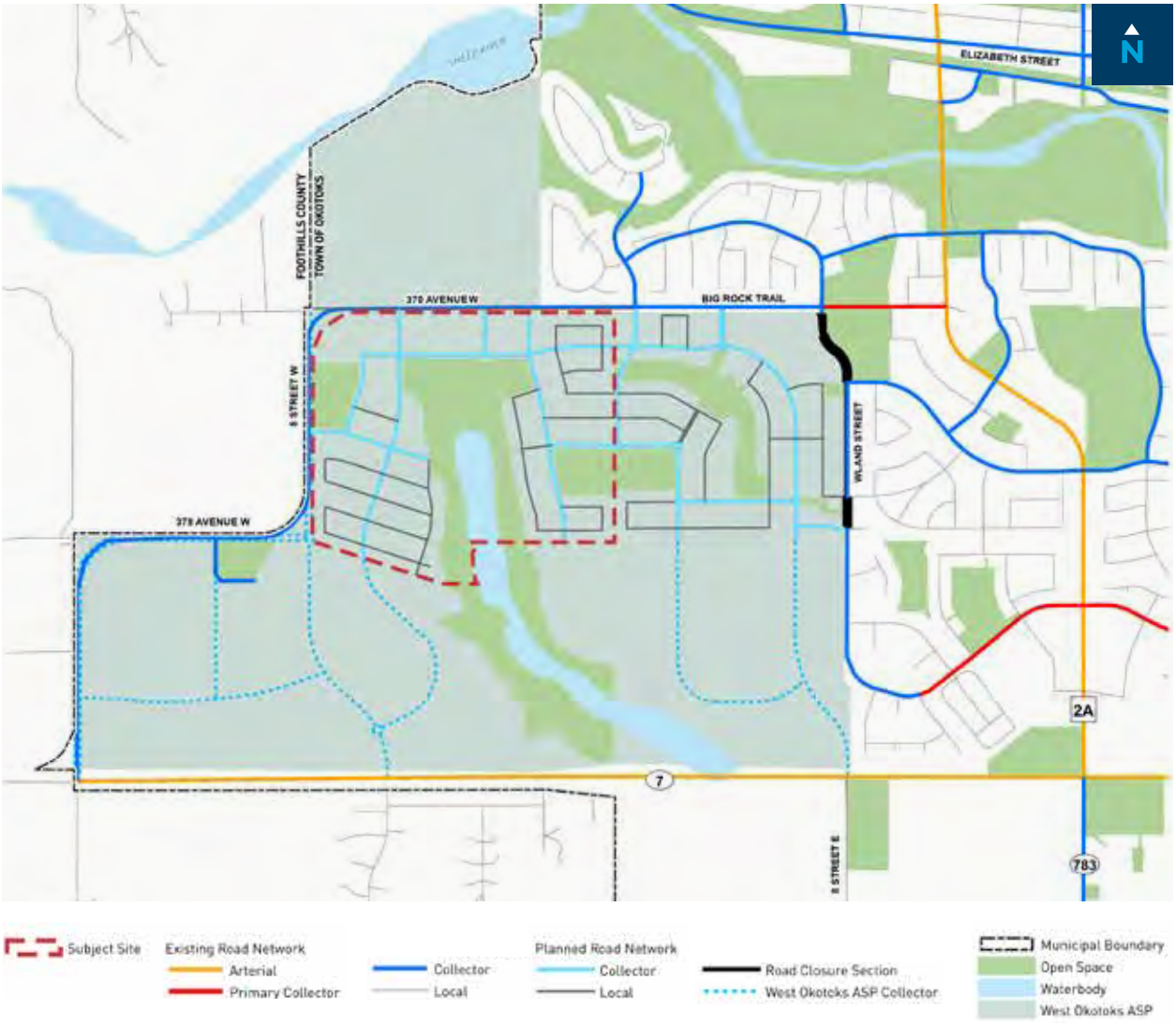
MOBILITY

6.1 Regional Road Network

The plan area is bound on the north by Big Rock Trail (370 Avenue W), and on the west by 8 Street W (Township Road 203A). There are three proposed collector access points from the north edge of the plan area, and one from the west.

The plan area is directly west of the developing community of Tillotson, and there will be two collector road connections and two local road connections to seamlessly connect the two neighbourhoods as the two areas develop. Extensions of roads to the south are anticipated in future within a future NASP.

FIGURE 18. Regional Road Network



6.1.1 Big Rock Trail

A Functional Transportation Study for Big Rock Trail was undertaken in support of the Tillotson NASP to the east in 2023. The Study identified the most appropriate design and phasing of upgrades of Big Rock Trail to accommodate growth between Southridge Drive and Township Road 203A. The study area terminated at the west end of Big Rock Trail just before the curve of the road to the south. The Study identified an ultimate ROW width of 36.0m required along Big Rock Trail to accommodate left-turning lanes and median widths. Intersecting collector roads were illustrated with multiple intersection styles, including signalized and roundabout.

The West Okotoks ASP identified two collector road connections to the north to Big Rock Trail, and that the western curve of the road may be straightened out at the Northwest corner of the plan area.

To accommodate the 36.0m ROW identified in the Functional Transportation Study, a strip of road widening has been identified along the northern edge of the plan area, assuming an even division of widening between the lands to the north and south.

The NASP proposed three collector road connections to Big Rock Trail to the north. The two westernmost accesses are proposed to be all-turns, while the easternmost access is proposed to be right-in-right-out. The additional access point proposed will support traffic movements associated with both the neighbourhood and the proposed high school.





6.2 Internal Road Network

The internal road network has been designed to provide safe and convenient access throughout the community for all modes of transportation. The network is structured as a warped grid around the central wetland, providing efficient connectivity around prominent park spaces. The road network includes several on-street pathway options and is connected through the parks and open space network with additional off-street local and regional pathways. The internal road network, illustrated in **Figure 19: Internal Road Network** comprises five (5) different road sections that are in alignment with or slightly modified from the Town of Okotoks Complete Streets Guidelines:

- **Modified Primary Collector Road (29.0m) |** This road has been modified from the Town of Okotoks standard to widen the central median from 3.5m to 6.0m, and narrow the landscape blvd from 3.45m to 2.2m on both sides of the road. This modification is to facilitate the inclusion of a northbound left-turn lane in the median to facilitate improved access to the commercial site for residents coming from the south. The median will be designed to allow left turns in, but no left turns out.
- **Standard Primary Collector Road (29.0m) |** The middle primary collector access into the neighbourhood will match the Town of Okotoks standard cross-section and will serve as a grand entrance into the neighbourhood with a distinct terminating view of the park and central wetland.
- **Standard Collector Road (25.2m) |** The collector roads throughout the community will be designed to the Town of Okotoks standard cross-section.
- **Modified Residential Road (18.6m) |** In two locations, modified residential road sections have been proposed to facilitate the continuation of the 3.0m regional pathway network on one side between a collector road and the central environmental reserve and pathway network.
- **Standard Residential Road (16.0m) |** Local roads within the plan area will be designed to the Town of Okotoks standard cross-section.

Green streets objectives will be achieved throughout the neighbourhood with the inclusion of street trees along all collector and entrance roads, which aids in the reduction of the urban heat island while supporting attractive streetscapes. In addition, the extensive on and off-street pathway network helps encourage active modes of transportation.

The Southwest Okotoks NASP is well connected to the surrounding areas, with proposed connections in all directions to the surrounding communities and road network.

FIGURE 19. Internal Road Network

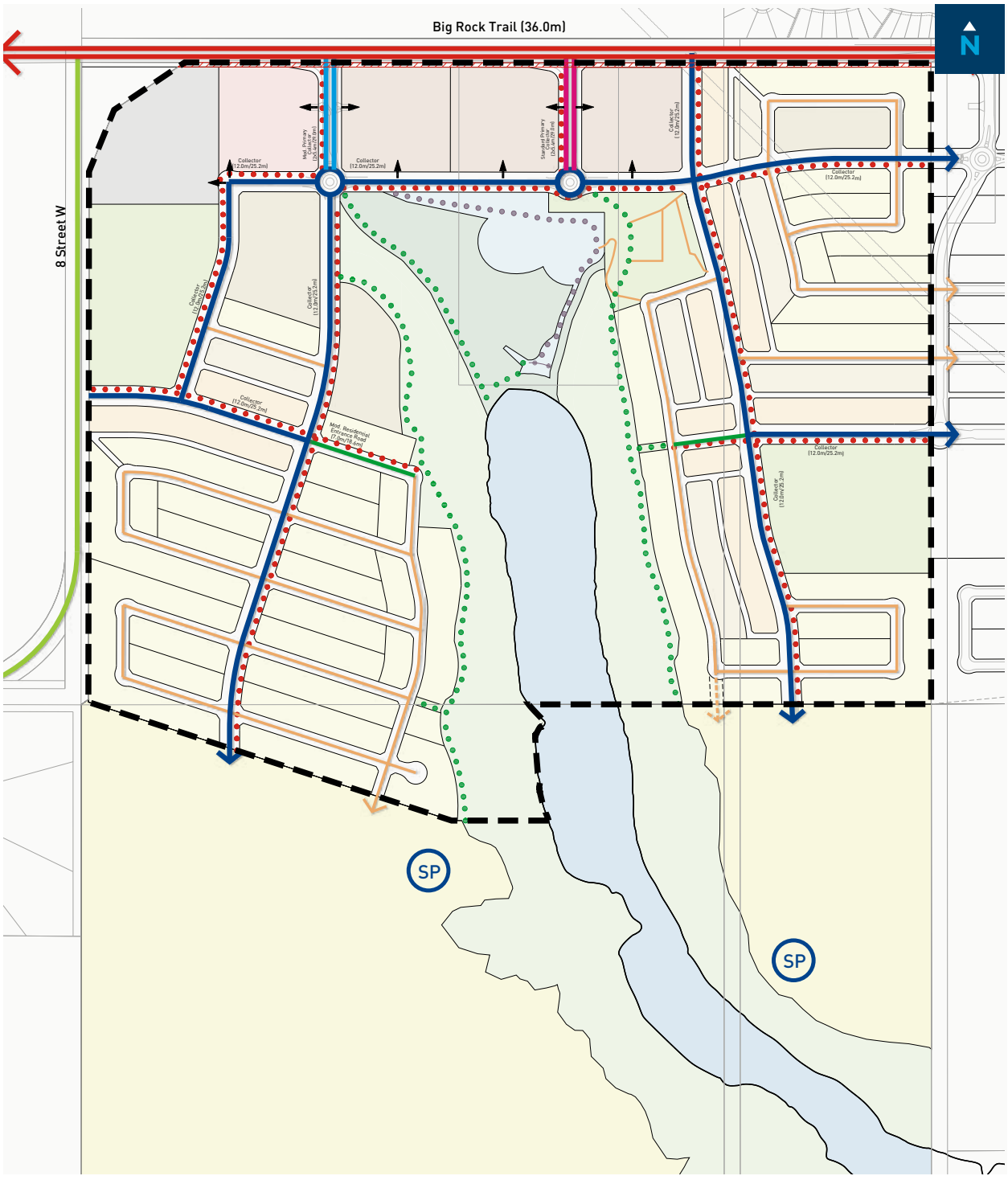


FIGURE 20. Road Section | Modified Primary Collector (29.0m)

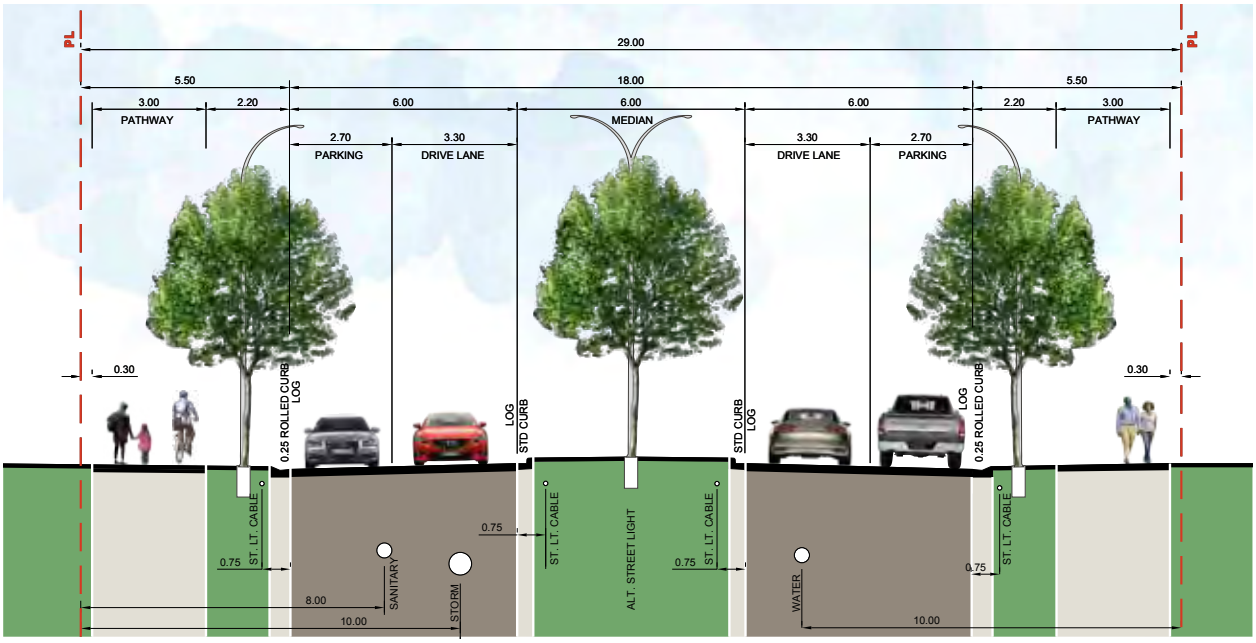


FIGURE 21. Road Section | Standard Primary Collector (29.0m)

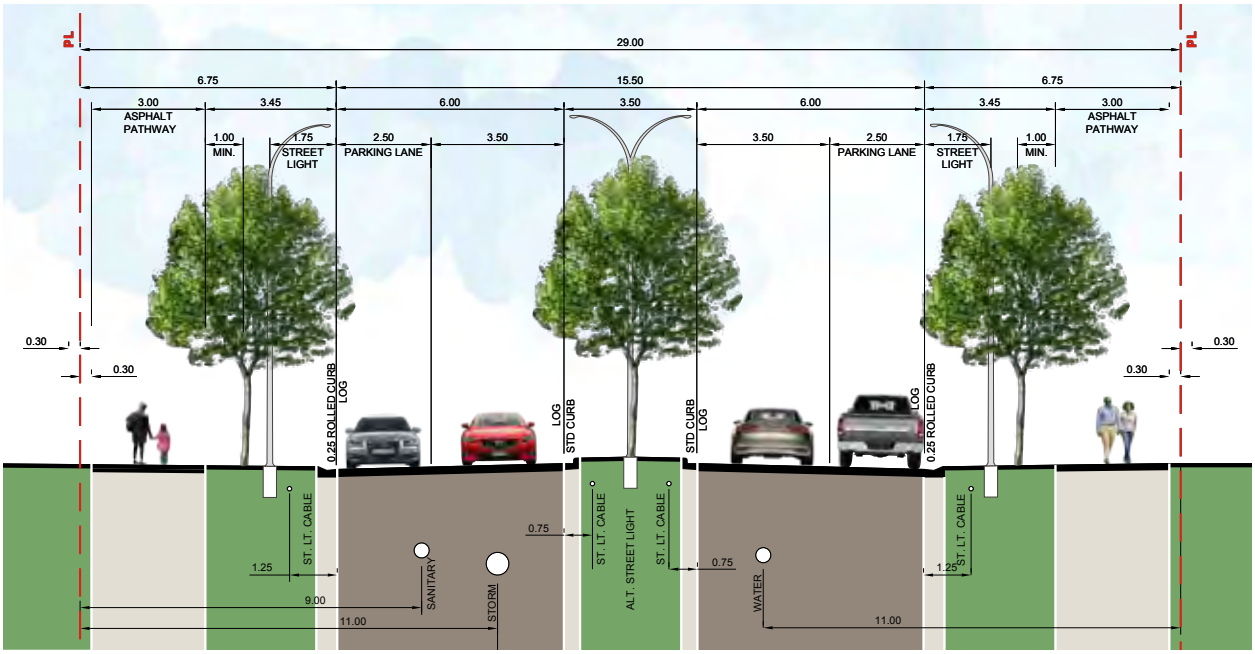


FIGURE 22. Road Section | Standard Collector (25.2m)

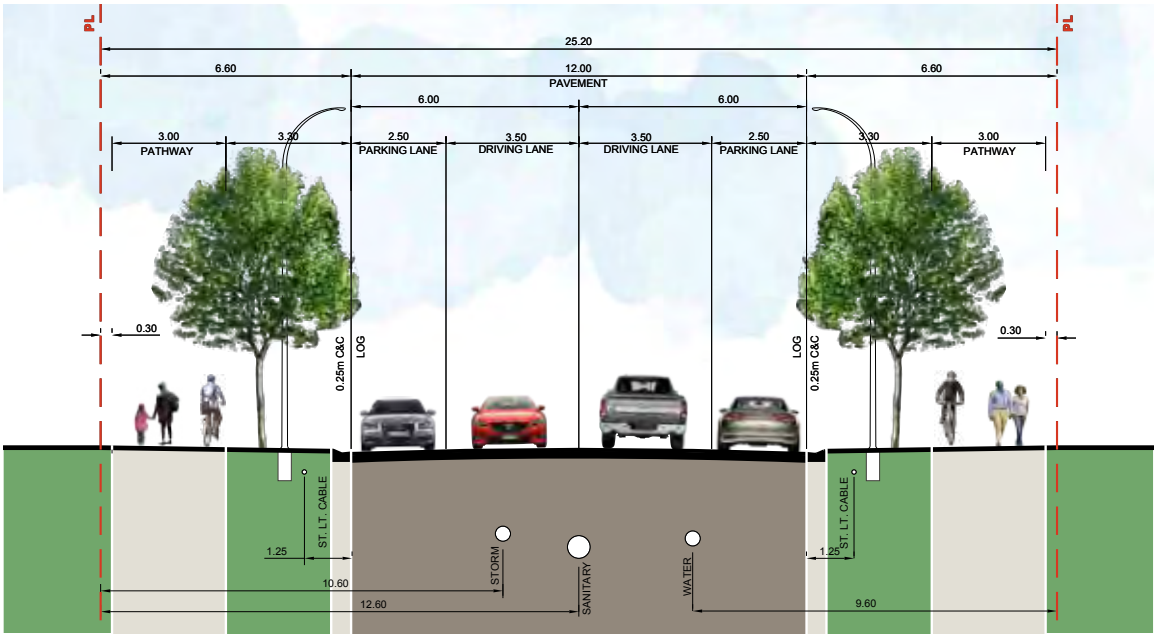


FIGURE 23. Road Section | Modified Residential (18.6m)

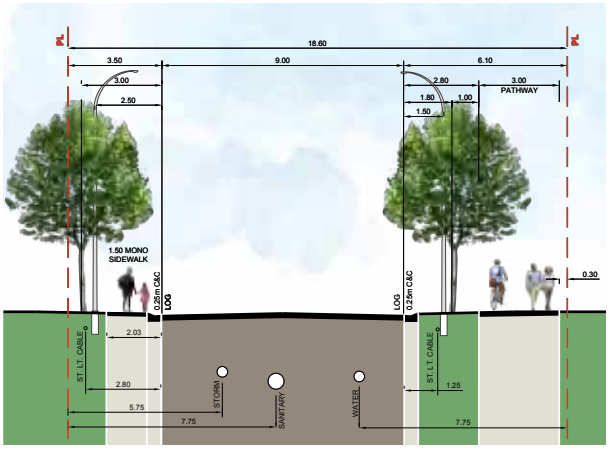
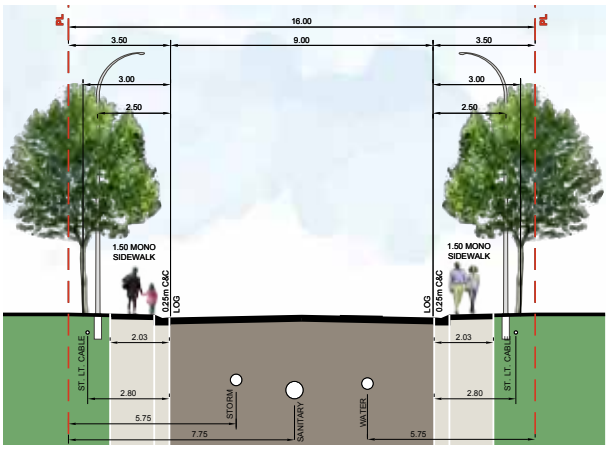


FIGURE 24. Road Section | Standard Residential (16.0m)



6.2.1 Transportation Impact Assessment

In support of the NASP a Transportation Impact Assessment (TIA) was undertaken by Bunt & Associates Engineering and has been included as part of the NASP submission under separate cover. The TIA report provides a detailed assessment of the proposed development and the potential impacts on the surrounding transportation network up to the 2050 horizon.

Key conclusions and recommendations of the TIA are as follows:

- The Big Rock Trail/Southridge Drive intersection is expected to operate at capacity at the 2050 horizon based on background traffic unrelated to the subject site application, as identified in previous traffic studies. Specific consideration for upgrades will be required by the Town through their current TMP update project.
- Signalization is expected to be provided along Big Rock Trail at the Westland Road, Sheep River Blvd and Sheep River Drive intersections due to ambient growth in background traffic, with or without consideration of the Site, as recommended by other previous approved studies.
- Intersection capacity analysis identified that site access intersections along Big Rock Trail and all assessed internal site intersections can be expected to operate within acceptable capacity parameters with full development of the subject site. Signalization of the two western Site access on Big Rock Trail north site frontage may ultimately be required, but not until later stages of site development, if at all. The precise timing for this should be assessed on an ongoing basis as the Site is developed.
- Two internal Site intersections are suitable for development as single-lane roundabouts and are proposed as such.
- Internal roadways are proposed to be appropriately classified based on forecasted volumes. Most cross sections are consistent with Town standards. Two modified cross sections are proposed, including the Residential Collector and one location for a Modified Primary Collector adjacent to the commercial site. These modified sections are feasible and appropriate and are recommended for inclusion in the Site plan.
- The proposed NASP will incorporate sidewalks and pathways that connect to the planned regional active transportation network identified in the WOASP and adjacent NASPs.
- These facilities will aim to promote safe walking and cycling within the Site and to surrounding neighbourhoods and community destinations.
- Future transit service is anticipated to evolve from the existing on-demand system toward a more integrated network of local and regional routes during future development stages.

6.3 Active Transportation Network

Active transportation is promoted through an interconnected network of on- and off-street sidewalks and pathways. Sidewalks are provided on all streets, with most collector roads featuring a separated 3.0 m regional pathway, complemented by 1.5 to 4.0 m pathways within parks and open spaces that connect the broader network.

This integrated pedestrian and cycling system supports multiple travel choices throughout the plan area. Residents can walk, run, cycle, or roll to destinations for recreation, social, or business purposes. As shown in **Figure 25: Active Transportation Network**, pathways connect to the commercial centre, both school sites, and both sides of the central wetland. Key links also extend to the central environmental reserve at the top of the slope, providing views and additional north–south connections. Future development to the south and east will expand the network and enable a continuous loop around the wetland.

Street design and housing distribution further enhance the pedestrian experience. All collector and entrance roads include street trees, with sidewalks separated from traffic by landscaped boulevards to improve safety and strengthen connections to nature. Most regional pathways are located along streets with rear lane access, creating safer, more continuous routes with minimal driveway interruptions.

6.3.1 Safe Routes

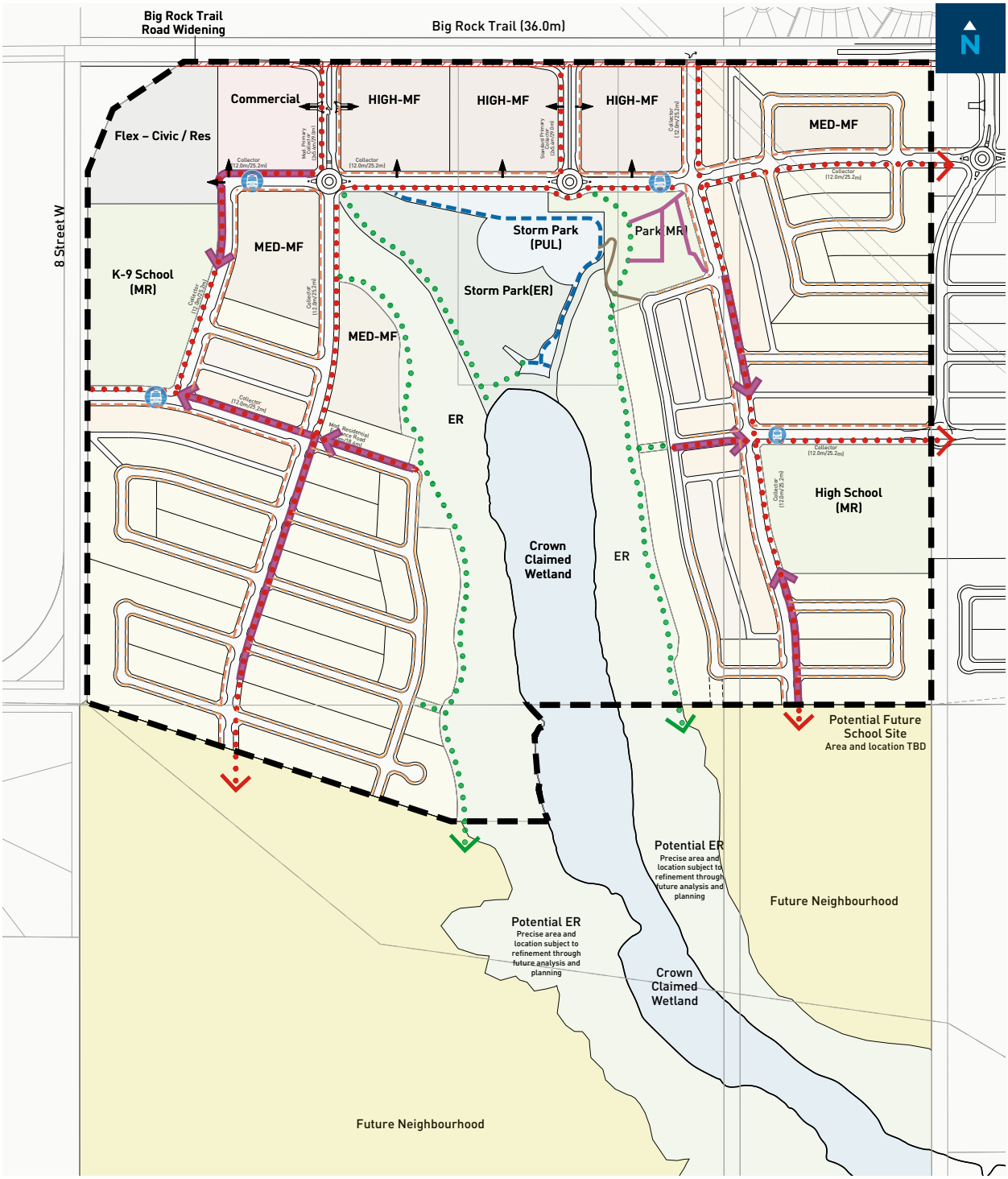
As defined in the Okotoks 2015 Active Transportation Strategy, a “Safe Route” is an established route designed to enable children to travel safely by active modes to key destinations, including daily trips to and from school. The NASP supports the implementation of safe routes throughout the neighbourhood, particularly between major destinations.

The planned school sites are directly connected on two sides to the regional pathway network, which runs alongside the collector road system. This provides students across the community with clear, continuous routes for walking, cycling, or rolling. Features that promote active transportation throughout the neighbourhood also facilitate safe routes.

The elementary school on the west side of the plan area is located further north to improve access and reduce travel time from the eastern portion of the community, which is separated by the wetland in the southern half of the plan area.

Safe routes have also been facilitated through the clustering of major amenities and destinations within the neighbourhood in the northern portion of the plan area. The commercial site, higher-density residential, and amenity-filled central park are clustered together within comfortable walking distance along a collector road with a regional pathway to facilitate their complementary utilization.

FIGURE 25. **Active Transportation Network**



6.4 Transit

The 2019 Okotoks Local Transit Implementation Plan identified that a public transit system will be implemented in the Town of Okotoks, which is currently operating as an on-demand system. The plan area will be able to easily accommodate public transit through the community along the collector road network and connecting to the community of Tillotson, Big Rock Trail and 8 Street W. Transit stops are anticipated to be located near higher-density residential areas and key destinations, such as the Community Node and school sites, to support convenient and accessible service.

6.5 Green Streets

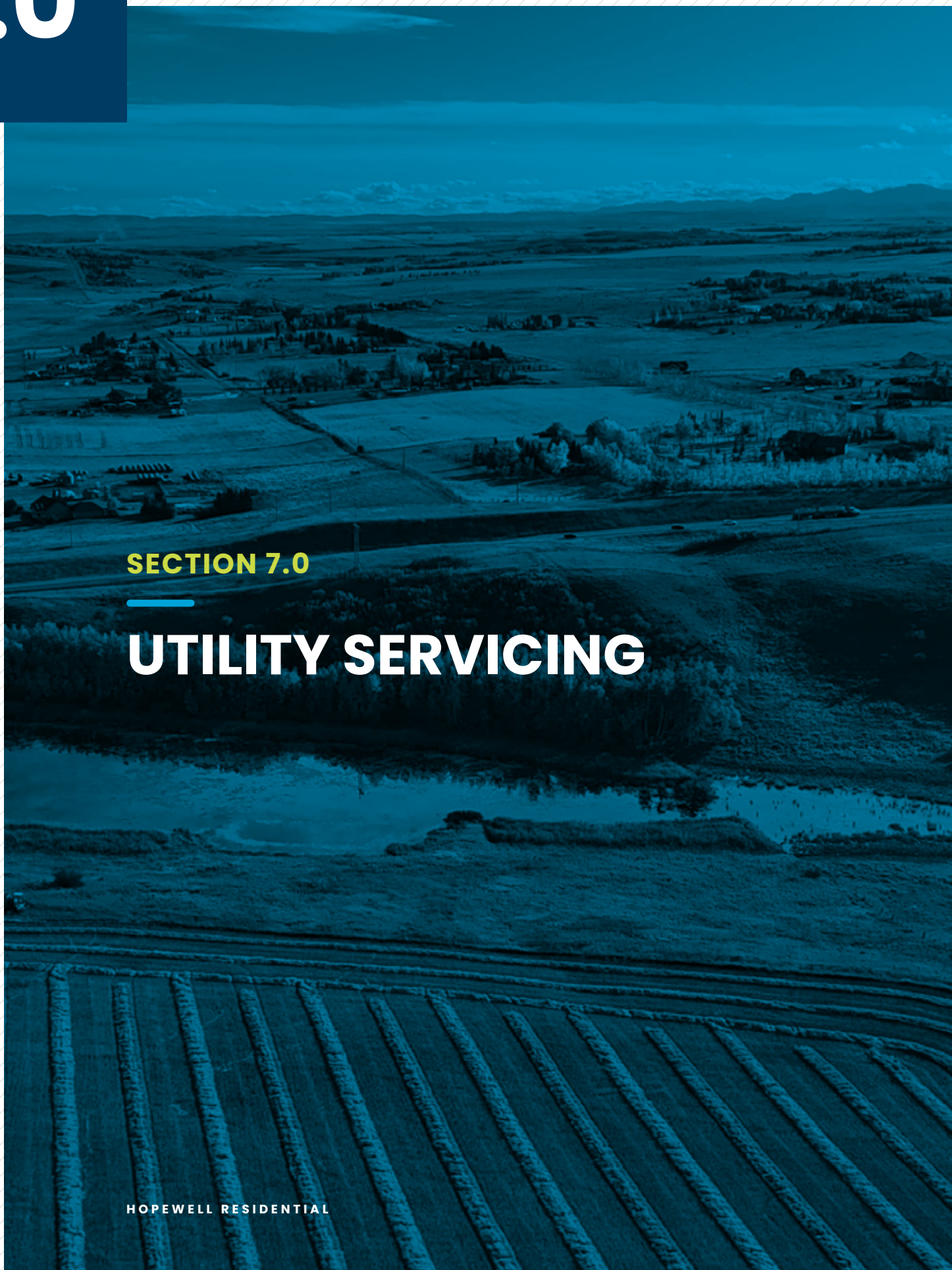
Green streets are a stormwater management approach to street design that incorporate vegetation, soil and engineered systems to slow, filter and cleanse storm water runoff from impervious surfaces. They are a natural systems approach to reduce stormwater flow, improve water quality, reduce urban heating, enhance pedestrian safety, reduce carbon footprints and beautify neighbourhoods. The NASP's internal road network includes road section designs that are in alignment with or slightly modified from the Town of Okotoks Complete Streets Guidelines. The street sections must be in alignment with those illustrated in this plan, but additional green street features may be explored in collaboration with the Town of Okotoks at the detailed design stage for specific locations.

6.6 Mobility Policies

Regional Road Network	
6.1	Prior to subdivision intersecting the subject lands, the Town and landowner must enter into an agreement on the closure and consolidation of lands within the undeveloped road allowance through the eastern portion of the plan area.
6.2	Any differences between the figures, text, or statistics in this NASP and the final recommendations of the Big Rock Trail Functional Transportation Plan will not require an update to the NASP.
6.3	If the Big Rock Trail Functional Transportation Plan identifies an alternate right-of-way or intersection treatments that result in changes to the adjacent developable areas, the discrepancies will be addressed at the time of subdivision, ensuring that Municipal Reserve is still provided at the required 10%.
6.4	At the time of subdivision, a strip of land along the northern edge of the plan area must be provided to accommodate the widening of Big Rock Trail.

Local Road Network	
6.5	The internal road network and pathways must be in general alignment with **Figure 19: Internal Road Network** and the corresponding cross sections in this plan. Minor adjustments to the internal road network and pathways will not require an amendment to this NASP provided adequate connectivity is maintained throughout and beyond the plan area for all modes.
6.6	The number of street and lane crossings should be minimized on collector roadways. Where significant pedestrian crossings are required on collectors, they should be marked, and design elements should be used to ensure high visibility and sight lines of crossing.
6.7	Street crossings in proximity to the school site should incorporate design features that maximize visibility and increase motorists awareness of crossing areas. These design features may include, but are not limited to pavement markings, raised crosswalks, enhanced signage and various other traffic calming measures.
Active Transportation and Safe Routes	
6.8	Pathways should be in accordance with the pathway classifications shown in **Figure 25: Active Transportation Network** and the Town's General Design and Construction Specifications.
6.9	A continuous on-street and off-street regional pathway network must be provided to facilitate connections for residents to parks and open spaces, commercial areas and amenities, school sites, and future transit facilities within and beyond the community.
6.10	Enhanced crosswalks will be required where an on-street or offstreet regional pathway crosses a road.
6.11	The active transportation network shown in **Figure 25: Active Transportation Network** should be supported by pedestrian-oriented lighting, clear signage and wayfinding, and dedicated active modes infrastructure at community destinations, such as bike racks and storage facilities. Supportive infrastructure should be of a consistent aesthetic throughout the community to support a sense of place and will be subject to Town approval at the detailed design stage.
Transit	
6.12	The collector road network will be designed to accommodate future transit routes & stops.
6.13	Conceptual transit stops have been identified on **Figure 25: Active Transportation Network**. These locations can be revised without an amendment to the NASP. If future transit service is implemented in this area, an analysis should be completed by the transit provider to identify the most appropriate route and stop locations prior to implementation. Locations should consider convenient access, support high ridership, and locations should minimize turns and maximize community coverage.

7.0



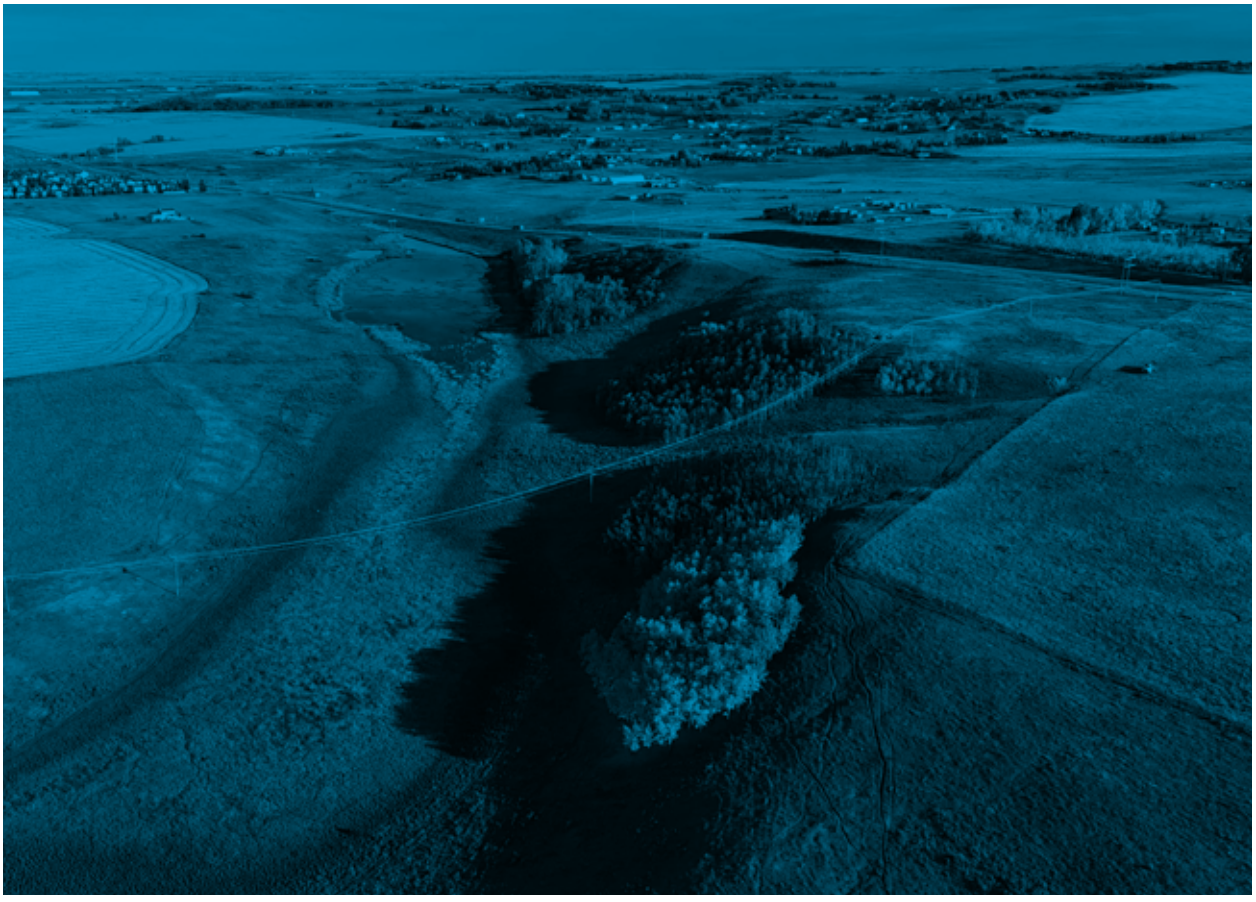
SECTION 7.0

UTILITY SERVICING

The Southwest Okotoks NASP will be a fully serviced master planned community providing potable water, sanitary, and storm sewers.

In addition, each home and commercial development will also be serviced with private utilities such as electrical, natural gas, and telecommunications. These services will be extended from the existing adjacent communities and span throughout the plan area.

Stormwater runoff will be managed by a major and minor system generally draining towards the Stormpark in the centre of neighbourhood, north of the central wetland. The following sections detail a summary of the servicing approach, with additional details provided in technical reports under separate cover.



7.1 Water Servicing

The Town of Okotoks has three southern pressure zones (1S, 2S, 3S) to service the lands south of the Sheep River. Zone 3S currently only services a small portion of the Westmount community via the Westmount booster station. The ultimate plan is to decommission this booster station and construct a new pump station and reservoir in the Tillotson development to service the expanded zone 3S across the development regions in Southwest Okotoks. CIMA+ has completed Zone 3S Reservoir Feasibility Phase 1 and Phase 2 studies to provide recommendations to the Town regarding the proposed reservoir and associated pressure zone configuration.

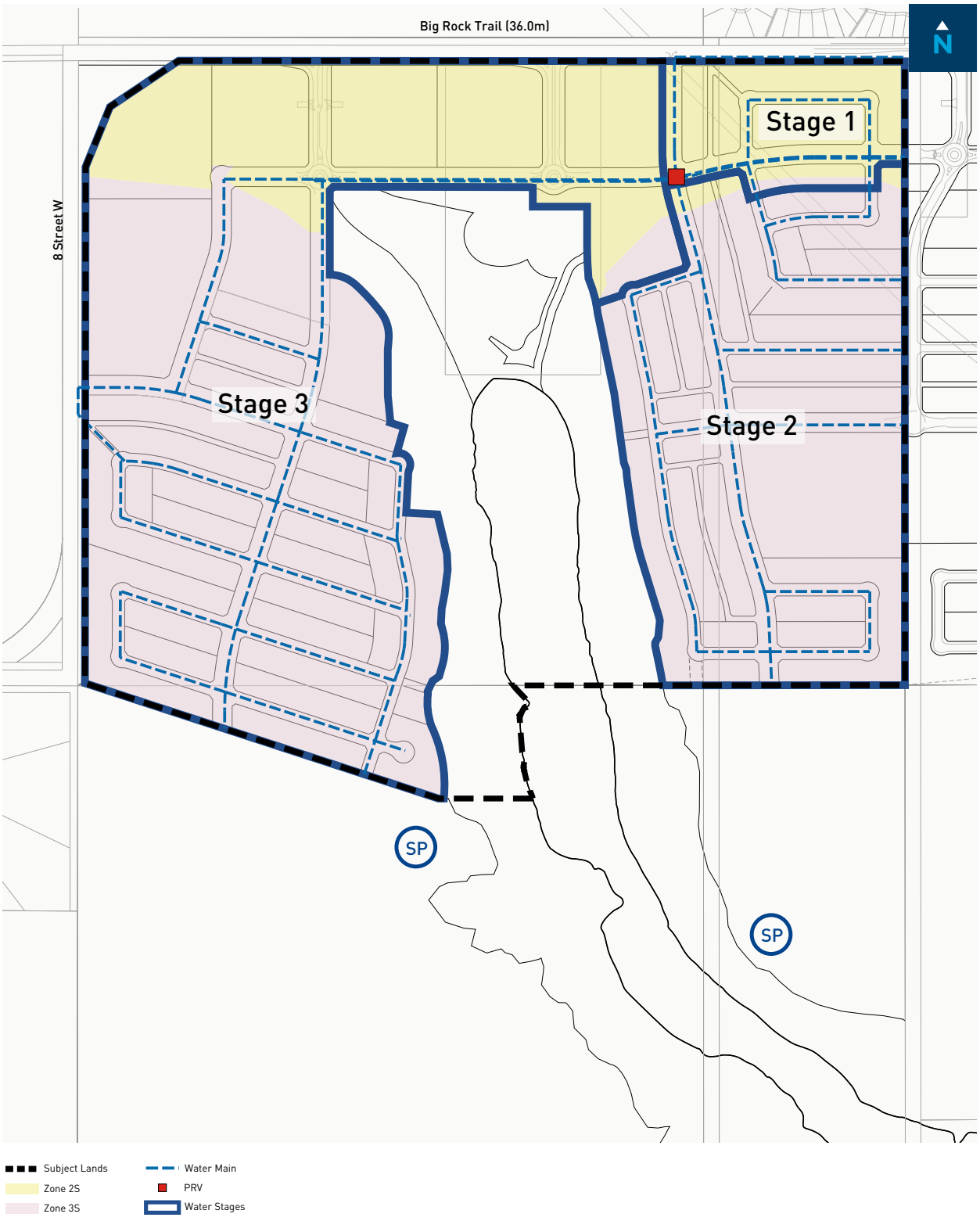
The current 2S pressure zone has a maximum elevation of 1098m, limiting the area of the Southwest Okotoks NASP that can be serviced prior to the proposed pump station and reservoir, corresponding with the expansion of the 3S pressure zone. With consideration of the timing of the pump station and reservoir, the Southwest Okotoks NASP will likely require a staged approach of water servicing to align with available pressure zones and capacities.

Prior to construction of the proposed reservoir, the water network will consist of extensions to the existing zone 2S distribution system to service areas within the NASP that fall at or below the maximum service elevation of 1098m. These connections will be designed to integrate with the existing network while maintaining acceptable levels of service, including pressure and fire flow performance, in accordance with Town standards.

Upon construction of the proposed reservoir, the Southwest Okotoks NASP will be serviced by a combination of Pressure Zones 2S and 3S, based on ground elevation and servicing requirements. Areas within the NASP that fall below the maximum service elevation of Zone 2S (1098 m) can continue to be serviced by mains within the 2S zone. These areas can remain unchanged from the interim servicing condition and may not be transitioned to Zone 3S. Lands outside the Zone 2S servicing limit will be supplied from the new reservoir through a dedicated 3S distribution network. A pressure reducing valve (PRV) is being proposed to connect these two zones, to provide additional looping and redundancy within the system, subject to further review and modelling with the Town.

Storage requirements for the interim and ultimate conditions have been reviewed based on the 2020 Water Master Plan and Zone 3S Reservoir Feasibility Phase 1 study, indicating the required storage for the Southwest Okotoks NASP should be available in alignment with the expected development staging, to be confirmed through further analysis with the Town. Interim servicing solutions through the use of existing reservoirs and upgrades to existing booster stations shall be reviewed further with the Town to advance development prior to completion of the ultimate levied infrastructure required to service the region.

FIGURE 26. **Water Servicing Concept**



7.2 Sanitary Servicing

Sanitary servicing of the northern portion of the Southwest Okotoks NASP area, as identified in the 2020 Sanitary Servicing Master Plan Update, relies upon a future lift station at the low point of the site, directing flow through a combination of force main and gravity sewer, ultimately tying into an existing manhole in Sheep River Boulevard. Due to the higher capital costs and long-term operation and maintenance costs of lift stations, an alternative sanitary servicing strategy has been identified that utilizes gravity trunk sewers in place of the proposed lift station, while maintaining the same tie-in location along Sheep River Boulevard.

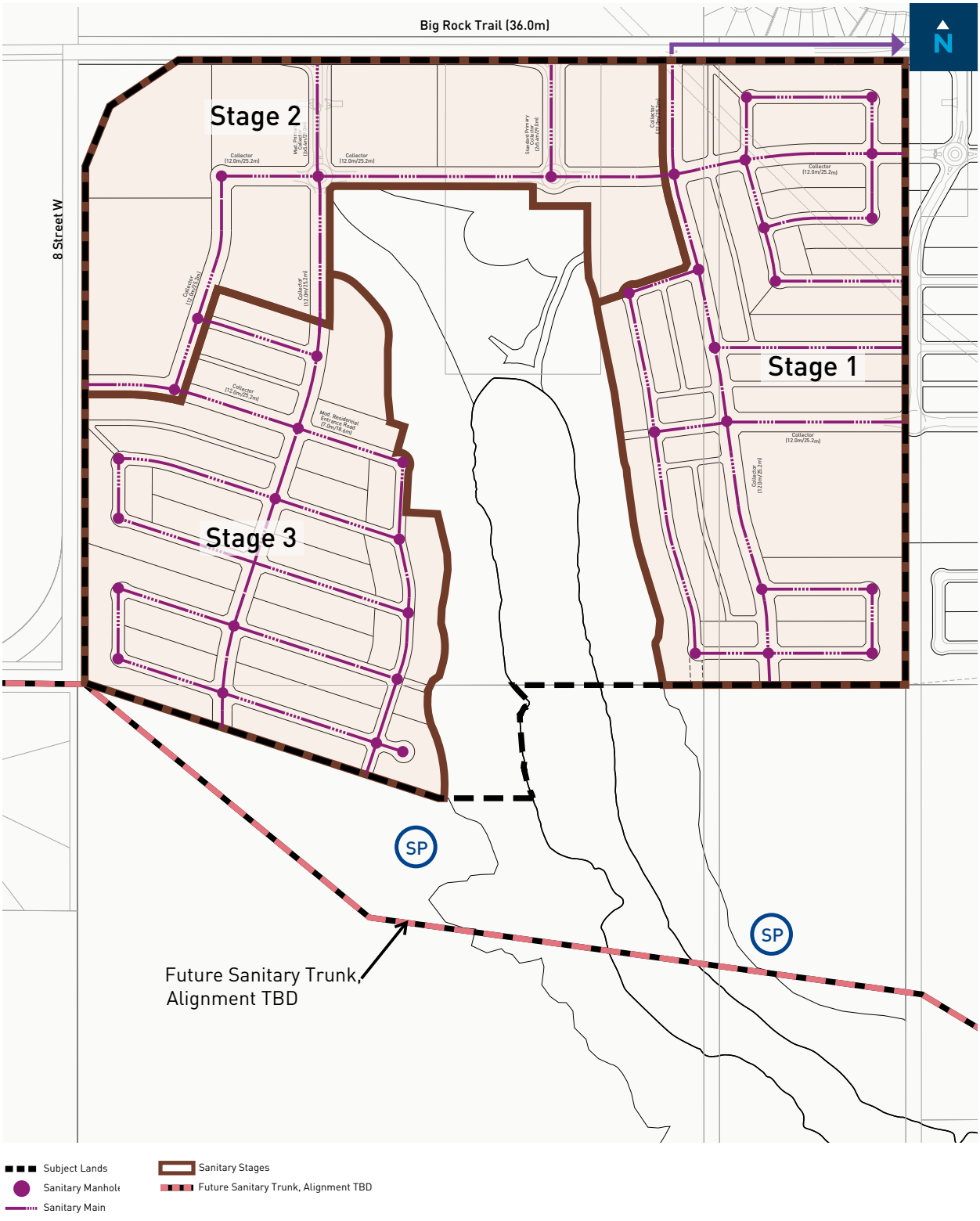
Sanitary flows from the portions of the site not directed to the northern tie-in point on Sheep River Boulevard will be required to drain south to the future sanitary trunk. The timing of this trunk is undetermined; the Town is currently analyzing it in relation to the offsite levy bylaw to confirm funding and the appropriate triggers for design and construction.

Downstream capacity in the existing system has been used to explore the impacts of the Southwest Okotoks NASP projected sanitary flows on downstream infrastructure and to determine whether upgrades may be required to accommodate these additional flows. The extent of potential upgrades depends significantly on the portion of the NASP area that is directed north to the Sheep River Boulevard tie in. Three sanitary servicing stages are shown to identify the anticipated upgrades associated with different contributing catchment areas. Flow direction of these three catchments is subject to review and agreement with the Town of Okotoks.

The internal sanitary sewer network will be designed to service the plan area while meeting Town and Alberta Environment and Protected Areas (AEPA) requirements. Pipe sizes will range from 200mm in residential areas, 250mm in multi-family and non-residential areas, to 375mm at the north end of the plan area, leaving to Big Rock Trail.

Pipe sizing, slopes, and alignments will be determined at the subdivision stage of development.

FIGURE 27. **Sanitary Servicing Concept**



7.3 Stormwater Management

As demonstrated in **Figure 28: Stormwater Management Concept** and the **Figure 29: Stormpark Concept**, stormwater within the Southwest Okotoks NASP development area will be managed through a dual drainage system consisting of an underground piped network (minor system) and overland conveyance routes (major system), including emergency overland escape pathways. Runoff from the development will ultimately be conveyed to a centrally located MAGNA Stormpark™ (Stormpark) stormwater management facility (SWMF), positioned immediately north of the existing wetland.

The Stormpark represents an evolution of conventional stormwater infrastructure by integrating established stormwater management practices with natural wetland systems. Through the combination of engineered and ecological processes, the design provides stormwater management, water quality treatment, and a seamless transition to the downstream wetland system.

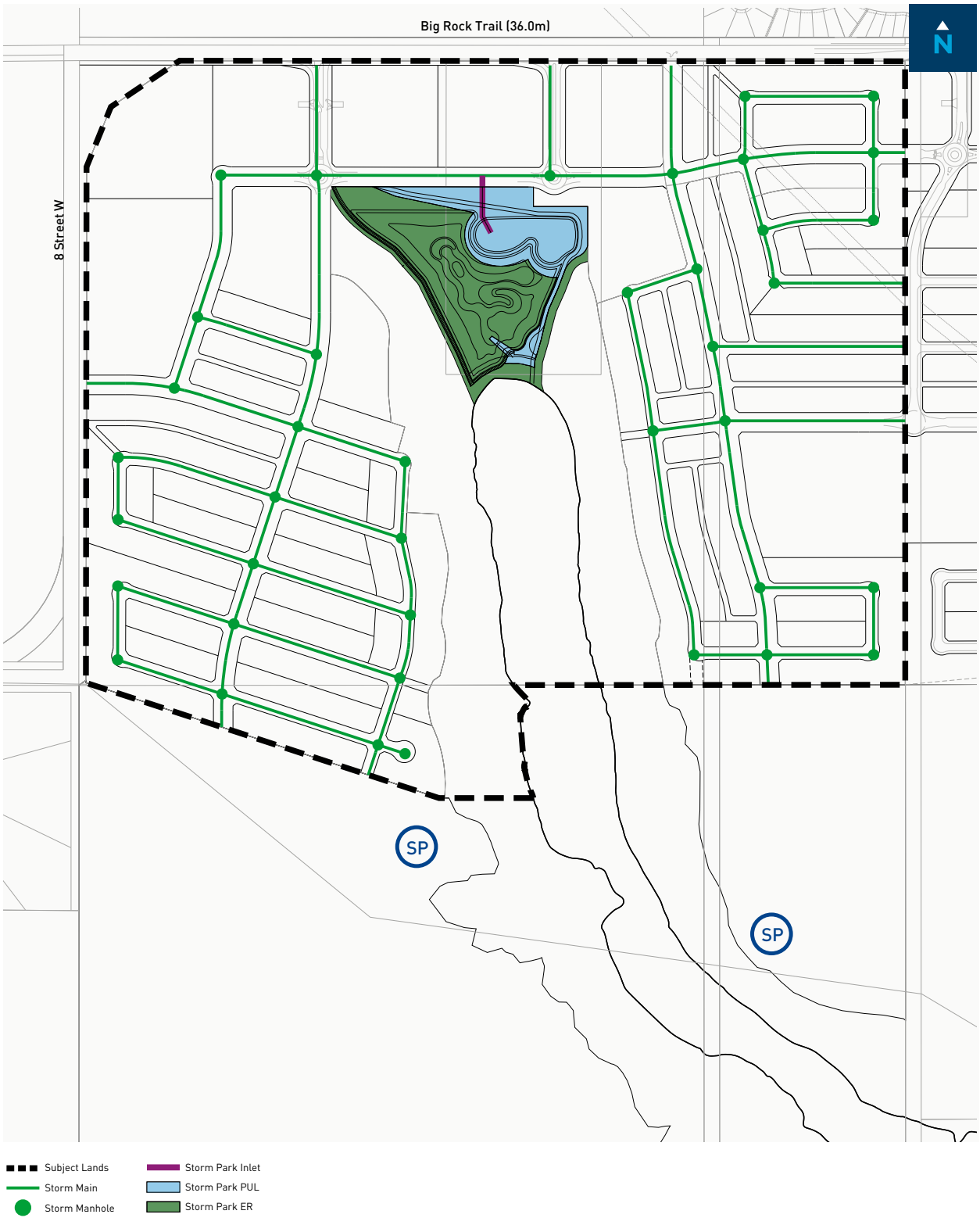
The study area for the Southwest Okotoks NASP Stormpark Concept Design is consistent with the Southwest Okotoks NASP area. As identified in the Southwest Okotoks ASP, adjacent lands generally drain away from the development area, with only limited offsite runoff anticipated to enter the system. These minor offsite contributions are associated with a small pocket of undeveloped land near the southwest corner of the site, where 8 Street W transitions into 378 Avenue W, as well as runoff from surrounding roads adjacent to the NASP boundary.

The stormwater management system is designed to convey and manage runoff up to the 1:100-year storm event, with an emergency escape directed to the existing wetland. Its approach leverages natural processes to improve water quality and regulate runoff quantity, offering a distinct and forward-thinking alternative to traditional stormwater solutions.

The Stormpark design provides a broad range of operational, maintenance, environmental, and community benefits, including:

- Effective and localized sediment capture and superior sediment removal.
- Low complexity and minimal maintenance.
- Flexible volume and flow management.
- Designed to integrate with and sustain the existing wetland by providing continuous flow inputs that support its ecological function.
- Environmental benefits through resilient native vegetation.
- Enhanced aesthetic value.

FIGURE 28. **Stormwater Management Concept**

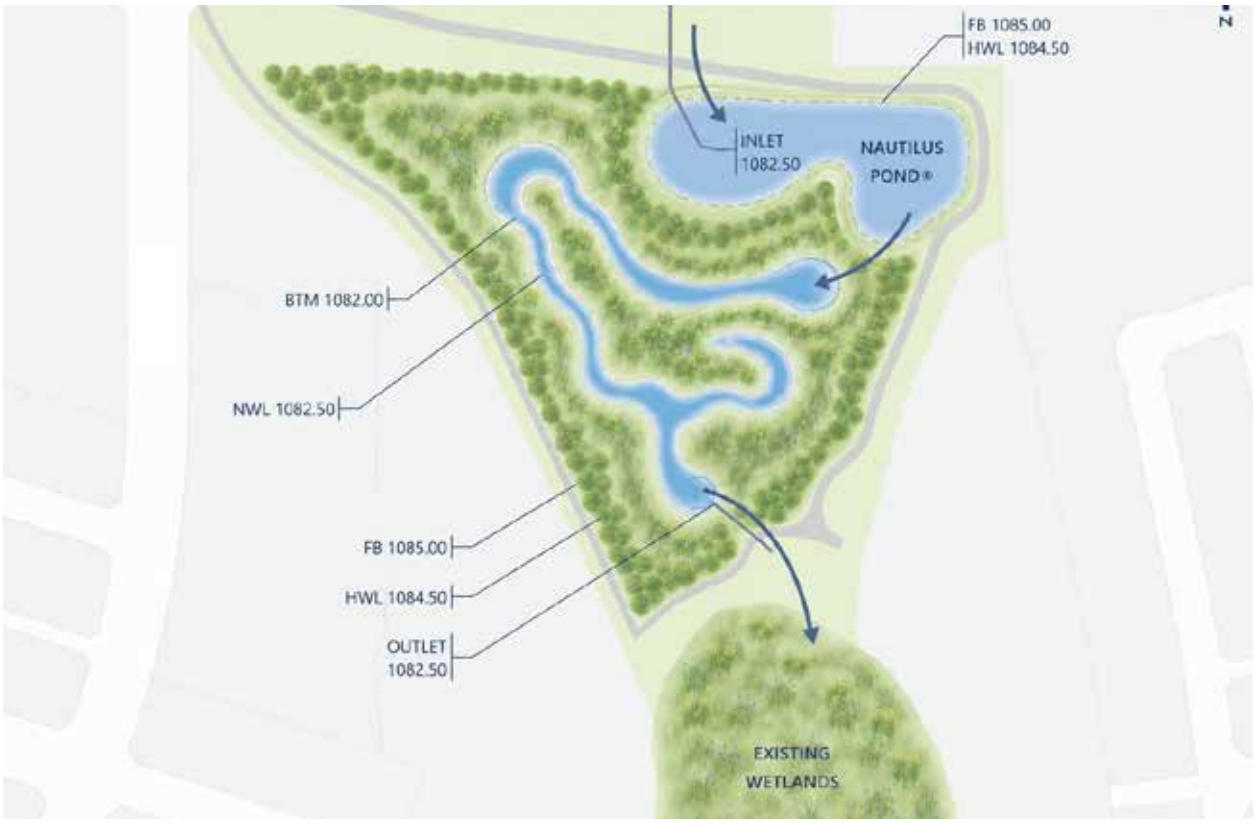


The Stormpark incorporates multiple complementary components, including a sediment forebay known as the Nautilus Pond® and a constructed wetland featuring a small permanent stream. The Nautilus Pond® serves as the primary point of inflow, providing advanced sediment removal that exceeds the performance of conventional wet pond systems. Treated runoff is then conveyed into the constructed wetland, where additional storage and treatment occur.

The constructed wetland is designed to support robust native vegetation and accommodate variable hydrologic conditions, including runoff storage during higher rainfall events. Outflow from the Stormpark will discharge to the existing wetland via gravity, with the objective of approximating natural pre-development hydroperiod conditions to sustain long-term ecological health.

Further details regarding the Stormpark design are provided in the Staged Master Drainage Plan (SMDP) submitted in support of this NASP under separate cover. The Southwest Okotoks NASP Staged Mater Drainage Plan (SMDP) will be based on the assumptions and findings of the approved Southwest Okotoks ASP (B&A, 2020) and the Stormwater Management Master Plan and Flood Mitigation Plan (ISL, 2014).

FIGURE 29. **Stormpark Concept**



7.4 Shallow Utilities

Telephone, natural gas, electrical, internet and cable services will be serviced to the Southwest Okotoks NASP area. These shallow utilities will be installed throughout the plan area working closely with applicable shallow utility providers, and in accordance with the Town of Okotoks Standard. 3.5m utility easements are planned along road rights-of-way to provide servicing within the development.



7.5 Utility Servicing Polices

General	
7.1	All utility servicing must comply with the Town of Okotoks General Design & Construction Specifications.
7.2	Off-site levies will be required in accordance with the Municipal Government Act and the Town's Off-site Levy Bylaw.
7.3	All infrastructure constructed or installed by the developer that benefit lands beyond the plan area will be subject to appropriate cost sharing arrangements.
7.4	All infrastructure systems will be designed to allow for the efficient extension of infrastructure and servicing to the future development lands to the south.
Water Servicing	
7.5	All future land use redesignations, subdivision, and development permit applications within the plan area will be subject to the Town of Okotoks Water Allocation Policy, until such time that it is amended or rescinded in favor of the regional water line.
7.6	Water distribution mains must be located within public roads or utility rights-of-way and create a looped system to service the plan area, in accordance with accepted servicing studies and pressure zone boundaries.
7.7	The detailed design will meet applicable requirements for fire suppression and access requirements for emergency vehicles.
7.8	Lands within the 3S pressure zone will not be developed until the new pump station and reservoir are constructed in the developing neighbourhood to the east, unless satisfactory measures are agreed to with the Town.
Sanitary Servicing	
7.9	Sanitary distribution mains must be located within public roads, lanes or utility rights-of-way.
7.10	Sanitary flows from the portions of the site not directed to the northern tie-in point on Sheep River Boulevard will be required to drain south to the future sanitary trunk.
7.11	Pipe sizing, slopes, and alignments for sanitary infrastructure will be determined at the subdivision stage of development.

Stormwater Management	
7.12	A SWMF will be constructed immediately north of the existing wetland in the Southwest Okotoks NASP area.
7.13	Situated in the middle of the plan area, the Stormpark (SWMF) will be designed as a naturalized feature that manages stormwater and offers passive recreation through pathways, seating and signage.
7.14	The SWMF should be designed to convey stormwater from the plan area and deliver treated flows to the existing wetland to sustain its long-term function and ecological health.
7.15	The development will employ the dual drainage system and should be designed to convey the entire storm runoff to the proposed SWMF in accordance with the accepted SMDP, Southwest Okotoks ASP, Town of Okotoks, City of Calgary and AEP standards and guidelines.
7.16	The water quality of storm runoff from the development will be treated through the Nautilus Pond® sediment clarifier and constructed wetland, ensuring it meets the requirements of the current Town of Okotoks General Design & Construction Specifications.
7.17	A separate geotechnical study within the proposed pond area will be conducted to assess the suitability of onsite materials for use as a storm pond liner, evaluate the pond's hydrogeological impacts, and review slope stability.
7.18	The development shall incorporate stormwater re-use to support the existing wetland, with flows managed to reflect the pre-development hydroperiod and maintain the wetland's long-term health and function.
7.19	A minimum 6 m no-disturbance buffer from the existing wetland's bed and shore shall be maintained throughout construction to minimize disturbance to the Crown-claimed wetland. Should work within this buffer be necessary, coordination with the appropriate regulatory bodies will be undertaken to secure a letter of disposition.
Shallow Utilities	
7.20	Electrical and gas servicing should be provided to all lots within the NASP plan area.
7.21	The developer is responsible for incorporating the existing overhead power line along Big Rock Trail as part of the required urbanization of Big Rock Trail to support development within this NASP.

8.0



SECTION 8.0

PHASING

8.1 Phasing

The Southwest Okotoks NASP will be developed in approximately six phases as conceptually illustrated in **Figure 30: Anticipated Phasing Plan**. The number of phases may increase or decrease, but will generally follow the order of the areas identified.

The phase boundaries have been ordered based on the most economic and efficient infrastructure and servicing plans and market demand forecasts. Development will commence in the northeast corner and progress to the south, then advance to the northwest corner and progress south. The specific boundaries of the phases will be identified at the land use amendment and subdivision stage, but will be sized in accordance with market demand and adequate infrastructure capacities.

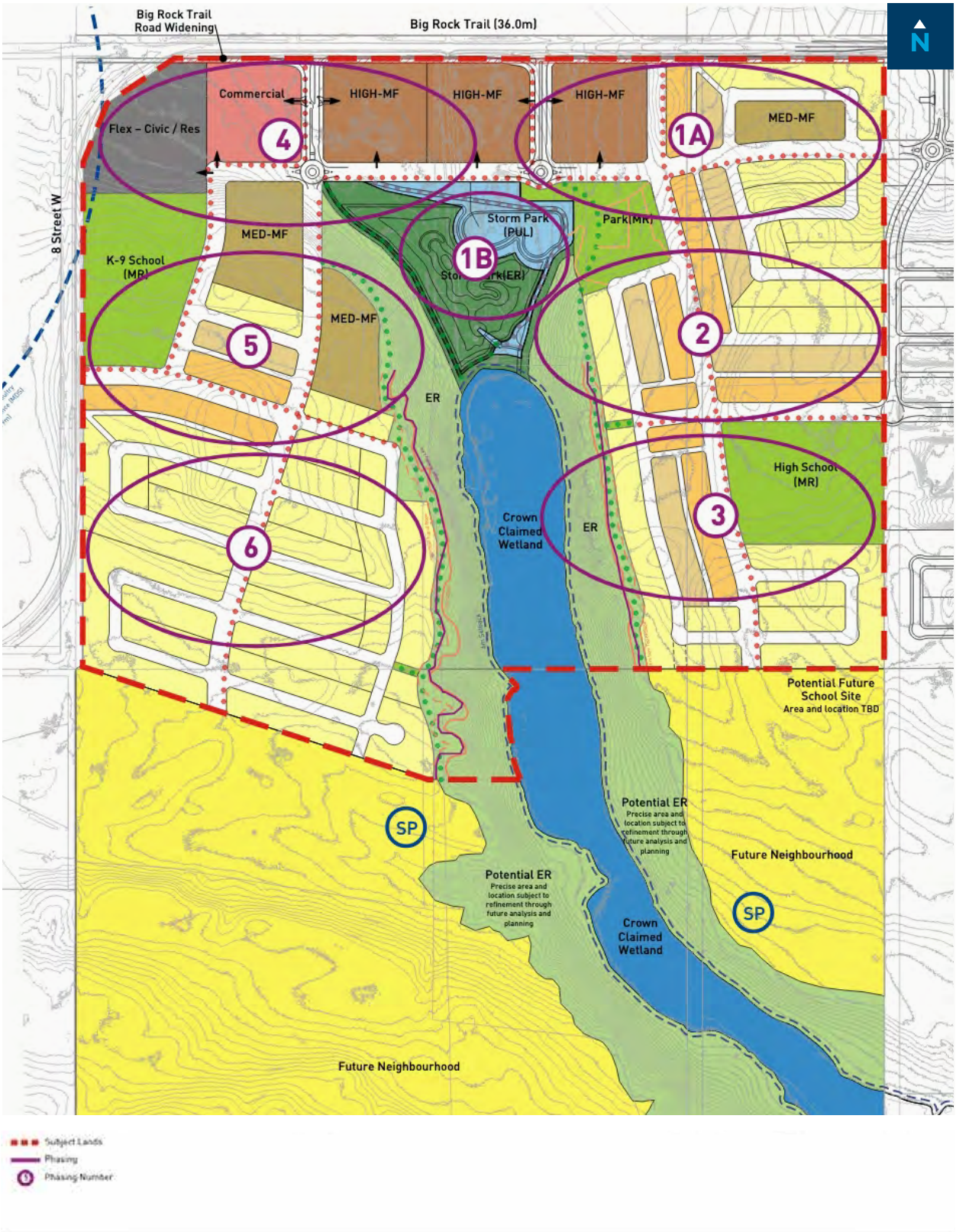
Phase 1A may be progressed with a temporary stormwater management solution prior to the construction of the stormwater management facility in Phase 1B.

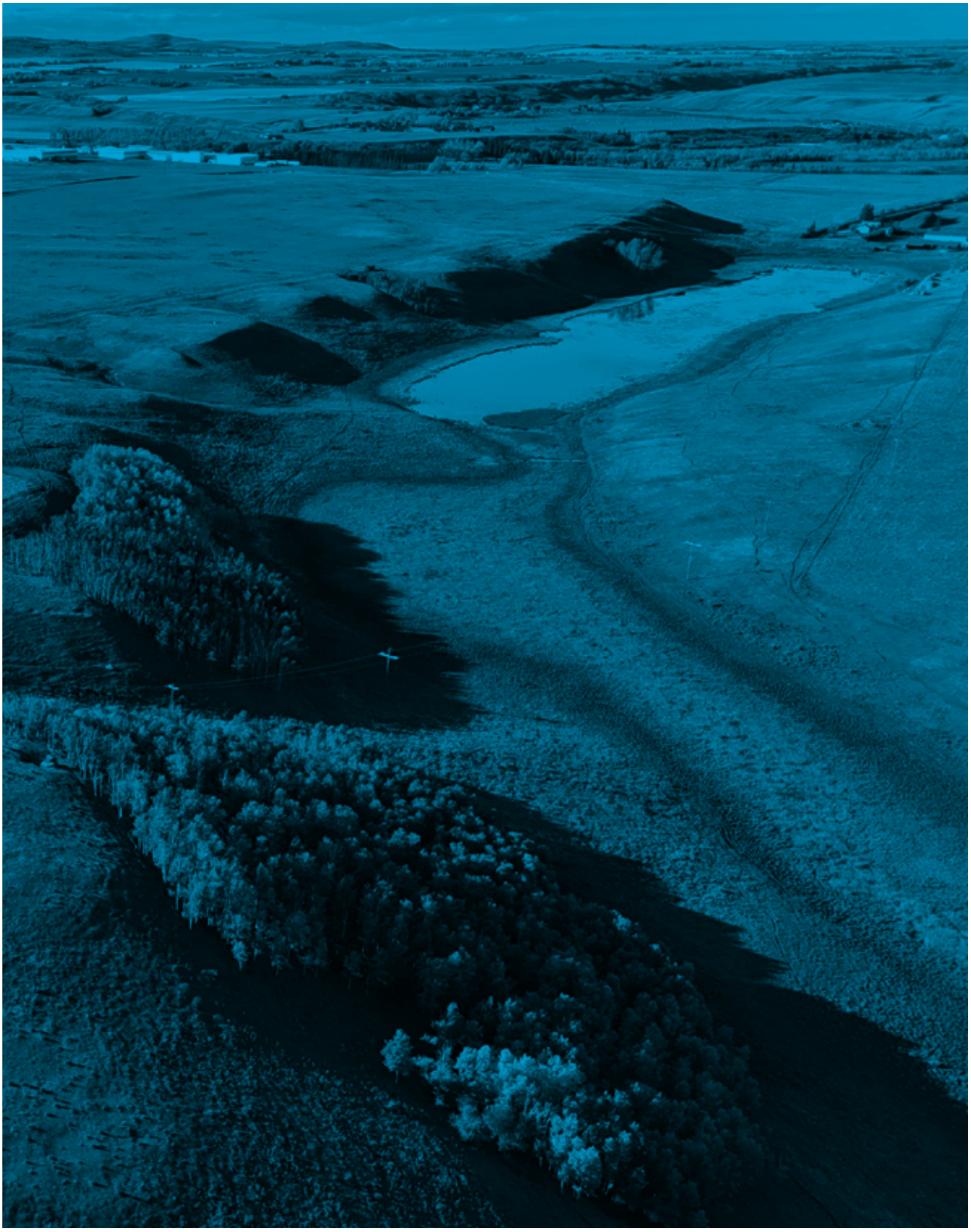
Phasing will be coordinated to provide emergency access as required over the course of development.

8.2 Phasing Policies

8.1	Development should be phased from east to west and north to south in the order generally outlined in **Figure 30: Anticipated Phasing Plan**. The specific boundaries of the phases will be identified at the land use amendment and subdivision stage.
8.2	Phasing shall occur in a contiguous manner within the plan area.
8.3	Stormwater management for Phase 1A may occur with temporary storage until the Stormpark is constructed in Phase 1B.

FIGURE 30. **Anticipated Phasing Plan**







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SOUTHWEST OKOTOKS NEIGHBOURHOOD AREA STRUCTURE PLAN