



TOWN OF OKOTOKS

Trilogy Plains Area Structure Plan (ASP)

Virtual Public Open House

December 7, 2021 - 7:00- 8:30pm



b&a

Open House Agenda



- Introductions to Project Team
- What is an ASP
- Town's Existing Policy Context
- Existing Site Conditions
- Draft ASP Land Use Concept
- Technical Studies- Transportation & Servicing
- Project Next Steps & Timeline
- Comments & Questions from the Public

Who Are We?



Lamont Land LP is a land developer with a well-earned reputation for doing things differently. Since 1991, we have been committed to innovative planning solutions, responsible land development and creating the best new communities for homebuyers of varying lifestyles and budgets.

Lamont Land is sponsoring and leading the development of the Area Structure Plan.



Watt Consulting Group is an employee owned and operated multi-disciplinary transportation, engineering, and geomatics firm within Western Canada. Watt's transportation division provides transportation planning, design, and engineering to both the private and public sectors.

WATT is the transportation engineer for the ASP.



B&A Planning Group is a professional community and land development planning firm, bringing a thirty year track record of success in providing professional consulting services to a diverse range of public and private sector clients including individual landowners, developers, and municipalities.

B&A Planning Group is the project manager and planning consultant for the ASP.



CIMA+ is a multidisciplinary firm that specializes in engineering, project management, urban planning, and the environment. Founded in 1990 through the integration of firms, CIMA+ is one of the largest private consulting services in Canada.

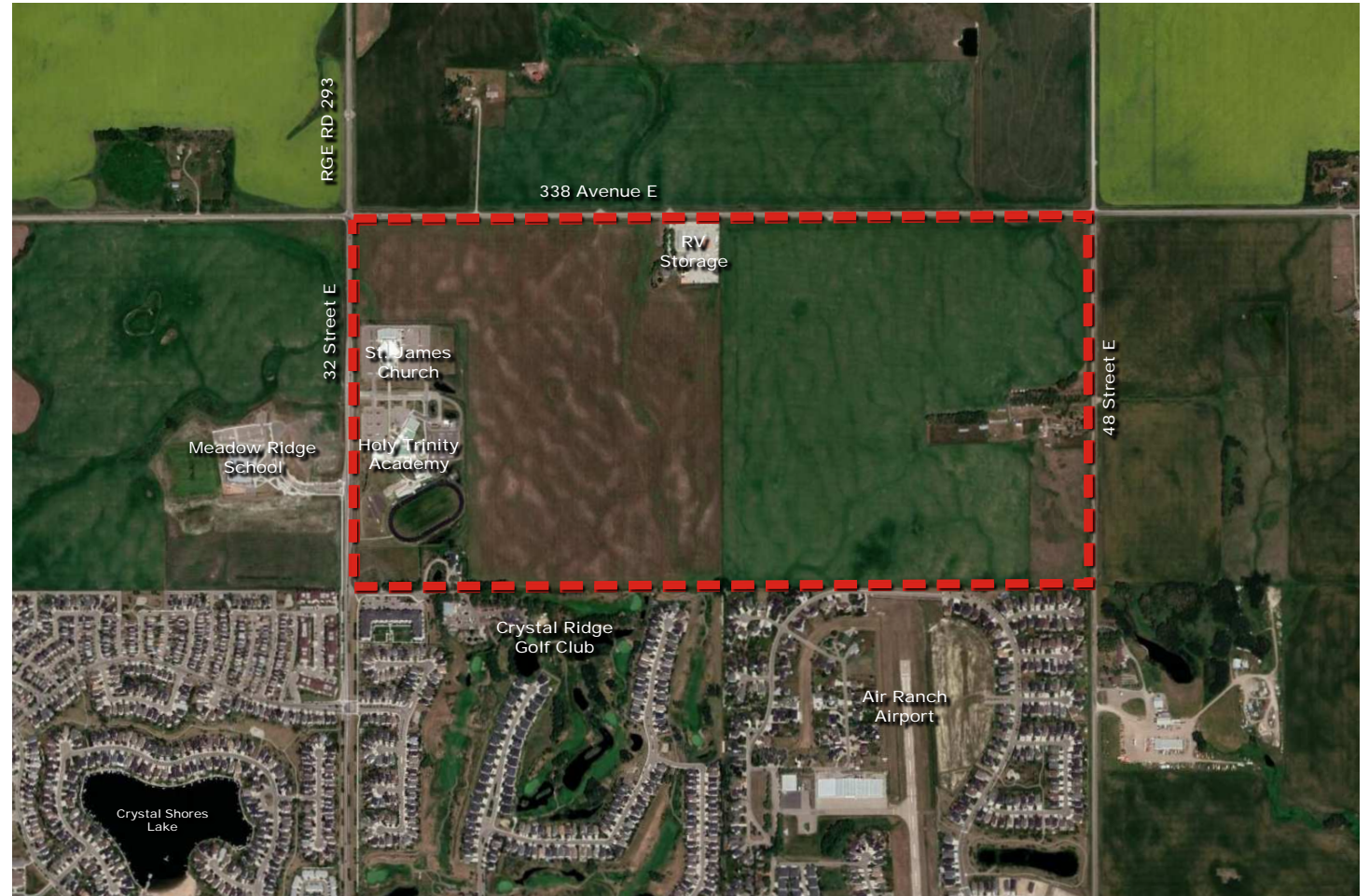
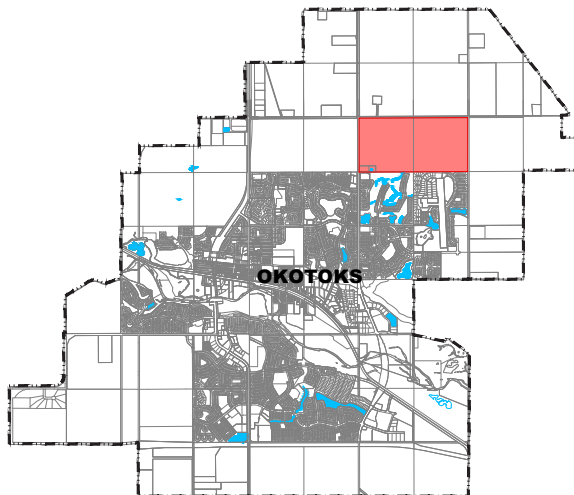
CIMA+ is the servicing engineer for the ASP.



Project Location

The Trilogy Plains ASP is located in north Okotoks:

- North of Crystal Ridge Golf Course & Air Ranch Community and Airport
- Bound by 32nd Street, 338th Avenue, and 48th Street
- ASP Area includes Holy Trinity Academy, St. James Church, StorageMart, and private residences.



What is an ASP?

An Area Structure Plan is a statutory plan that must describe:

- Land uses proposed for the area
- Density of population proposed for the area
- General location of major transportation routes & public utilities
- Proposed sequencing of development
- Other matters as deemed necessary by approving authority

Upon approval, the ASP will provide a comprehensive policy framework to guide future planning and development stages.

Planning Hierarchy

Calgary Metropolitan Region Growth Plan

Municipal Development Plan

Area Structure Plan



Neighbourhood Area Structure Plan

Land Use Amendment

Subdivision

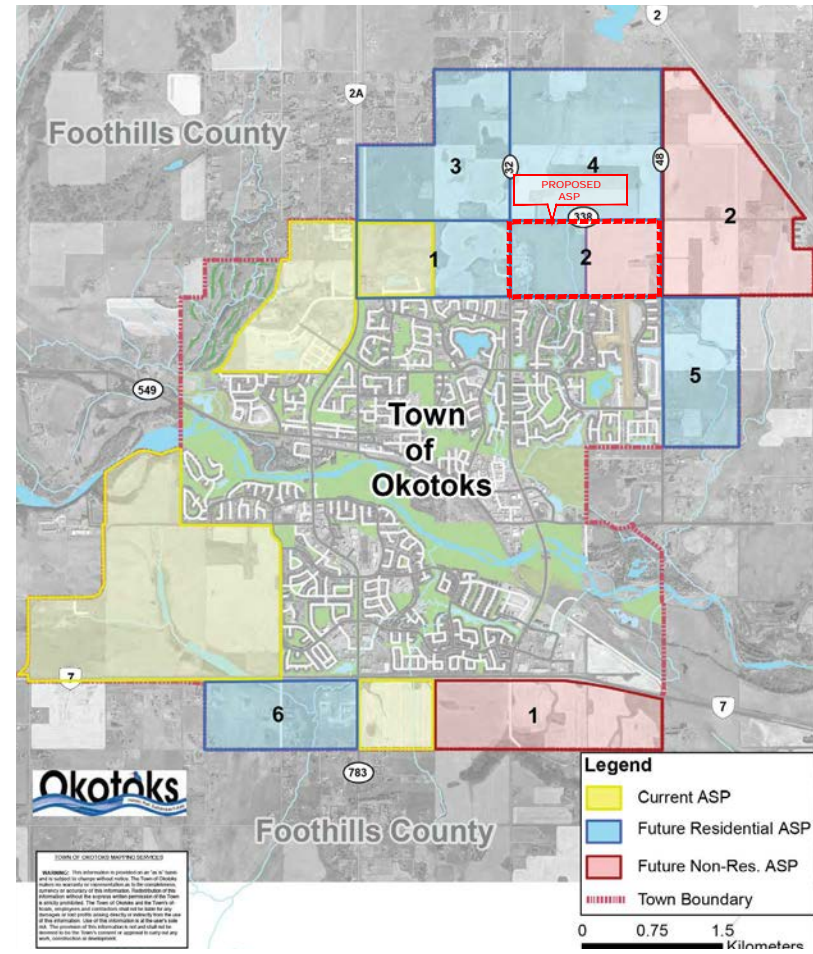
Development Permit

Building Permit

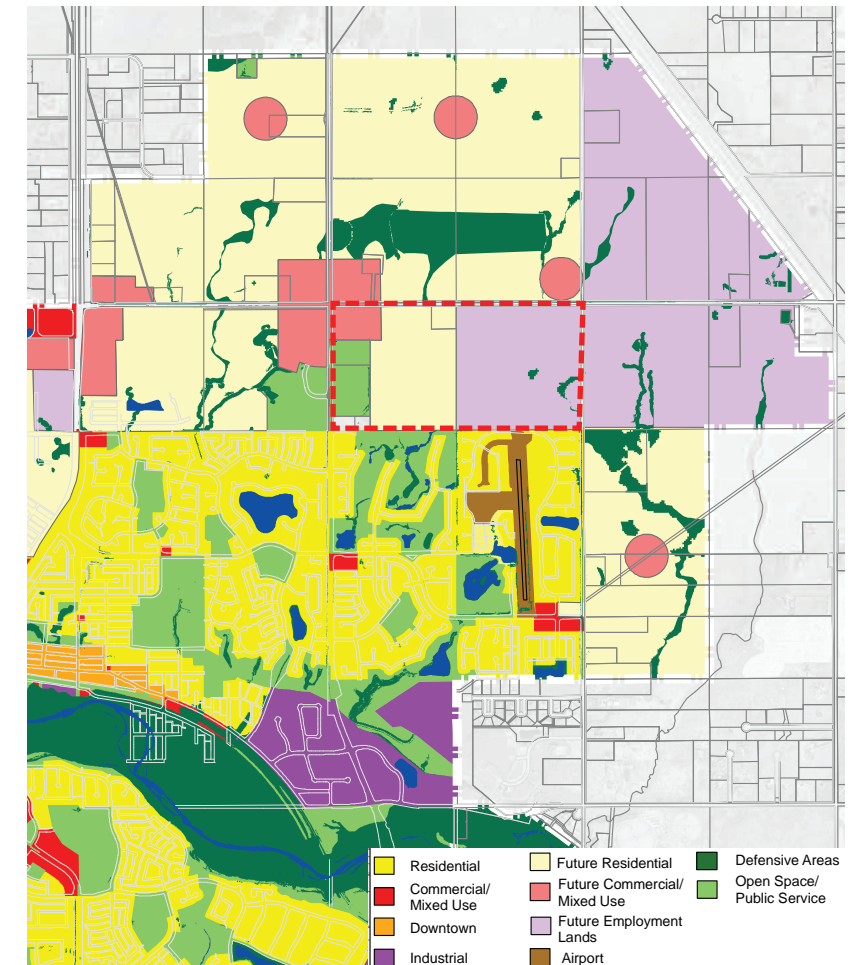
Town of Okotoks- Policy Context

- New Municipal Development Plan (MDP) approved by Town in January 2021
- The MDP is the overarching long range planning document that guides future development in the Town.
- The MDP identifies general Area Structure Plan Sequence for new areas within the Town boundary. The Trilogy Plains ASP is identified within “Area 2”.
- The Future Land Use Concept identifies future residential, future employment, future commercial/mixed-use, and existing Public Service within the Trilogy Plains ASP area.

Map D.10: Area Structure Plan Sequence



Map D.9: Future Land Use Concept Map



Land Ownership

01

Lamont Land LP.

02

Holy Trinity Academy

03

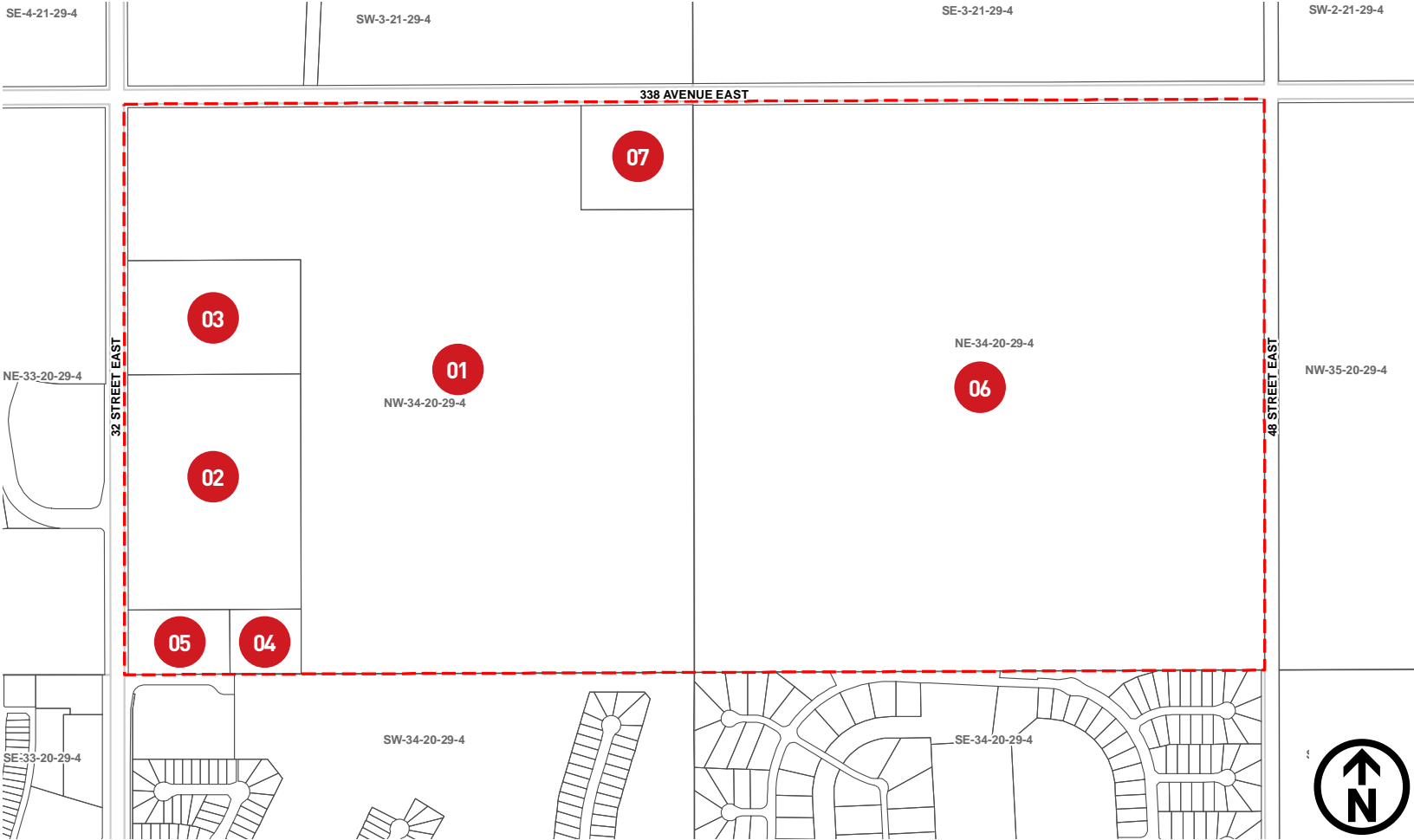
St. James Church

04 05 06

Private Landowners

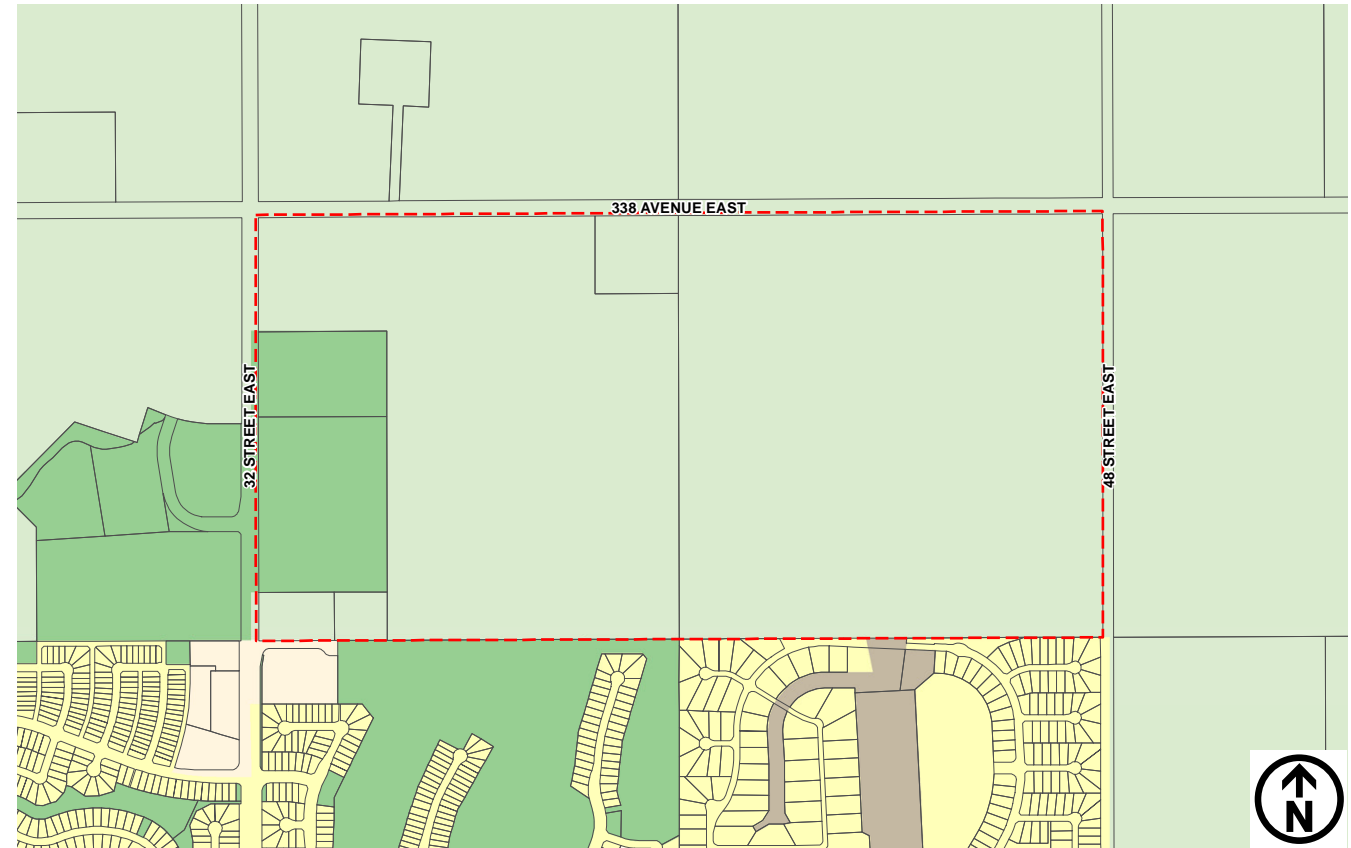
07

StorageMart



Existing & Adjacent Land Use

- Majority of ASP area is currently Agricultural & Land Holdings District (ALH)
- Existing uses to the south include Golf Course, Airport, & Residential Development
- Meadow Ridge School and future Wedderburn community to the west
- Agricultural lands to the north and east of Trilogy Plains.



Existing Land Use

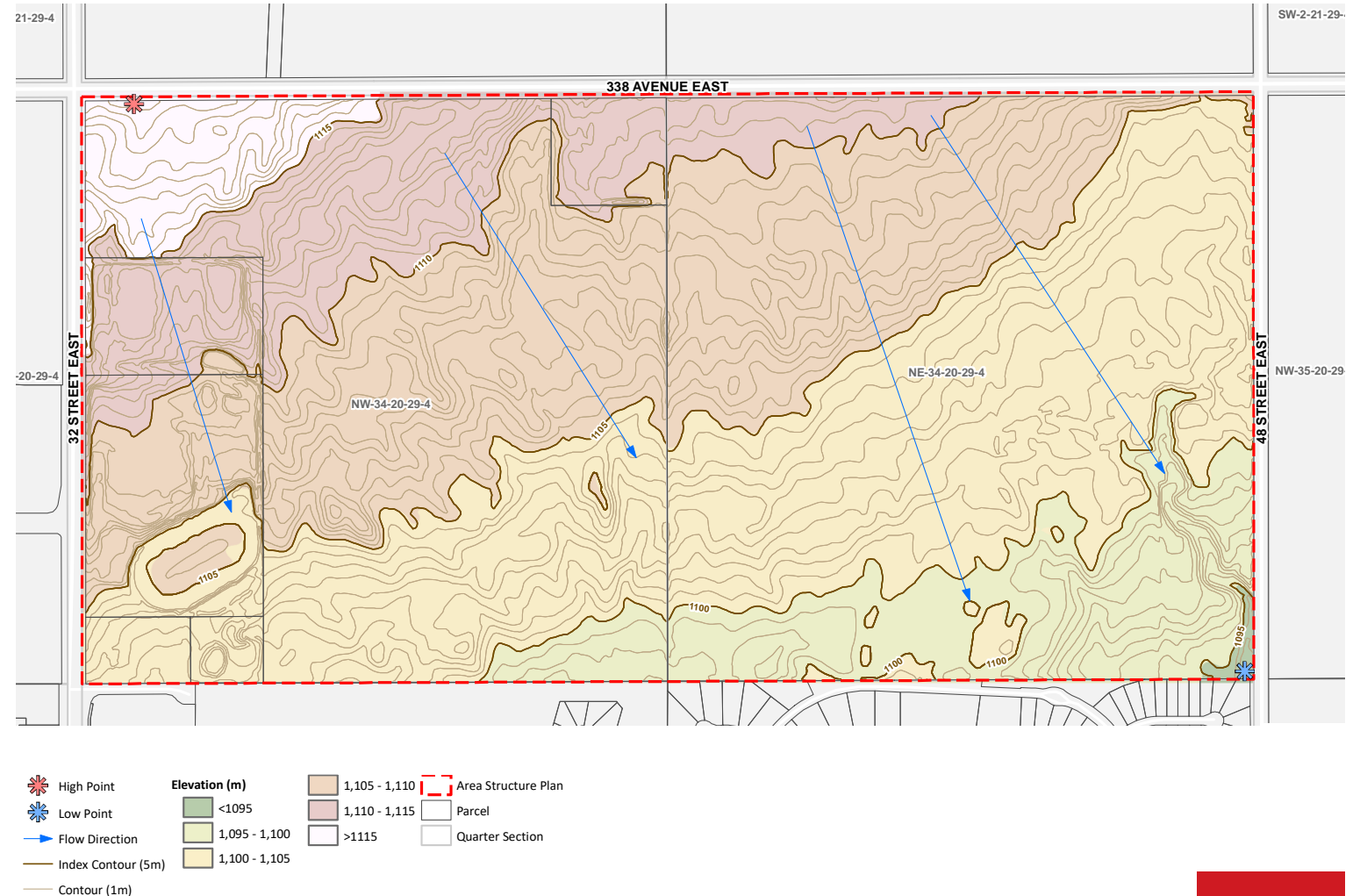
Aerodrome District (A)
Agricultural and Land Holdings District (ALH)

Neighbourhood Core District (NC)
Recreation & Open Space District (ROS)
Traditional Neighbourhood District (TN)

Area Structure Plan Boundary
Parcel

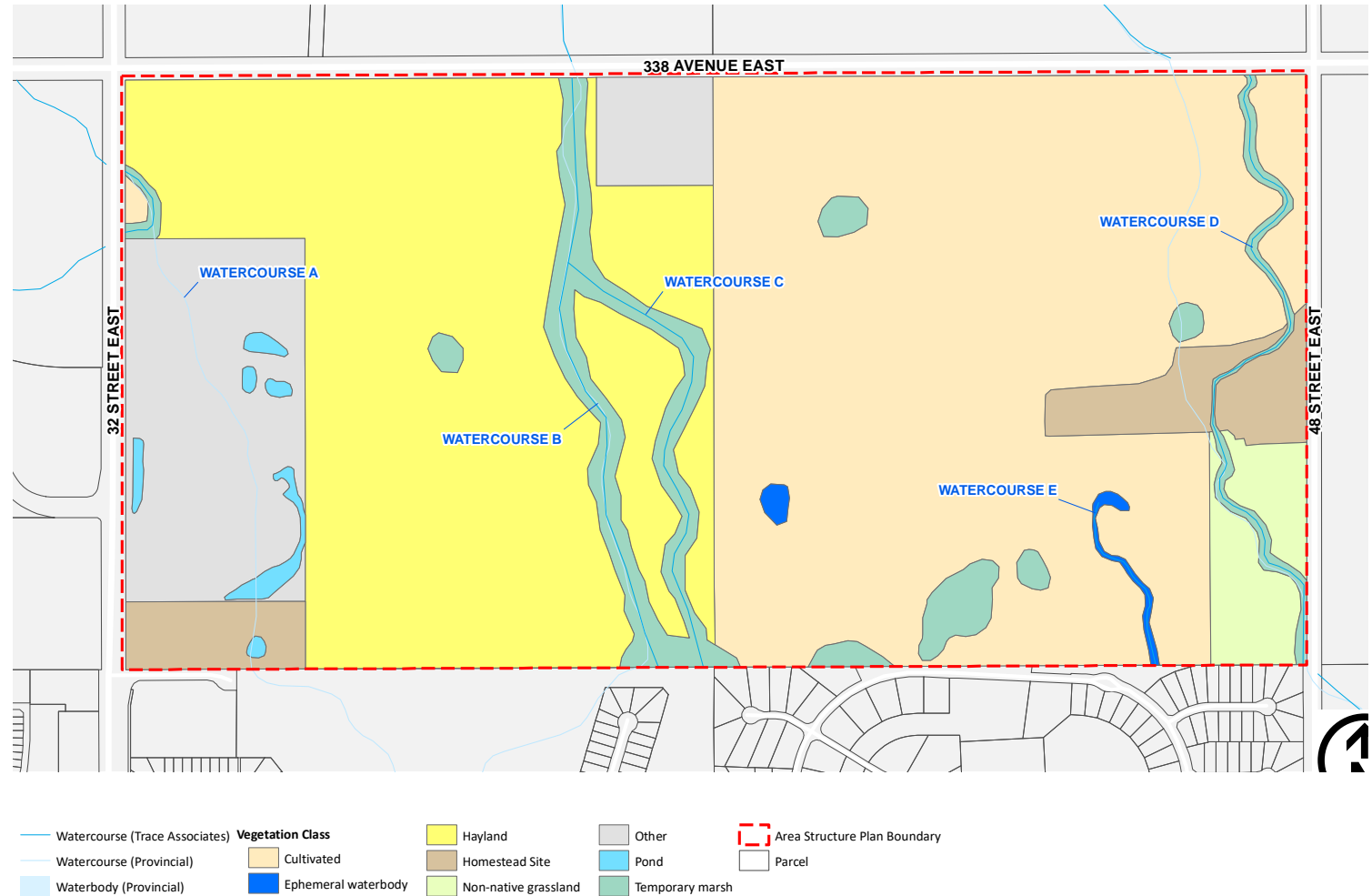
Topography

- ASP area has a gently inclined topography, with the highest point in the Northeast corner (near 338 Ave & 32 Street intersection).
- Low elevation points are along the south boundary of the site.
- The Plan Area drains south towards the communities of Crystal Green and Air Ranch



Biophysical Conditions

- The ASP area does not contain any significant landforms such as steep slopes, ravines, escarpments, or native plant communities.
- Five watercourses have been identified on the site and appear to be low-vegetated draws without any channel development and no surface water present.
- A portion of 'Watercourse D' runs through non-native grassland that appears to be generally undisturbed, with the downstream portion of the watercourse intact to the Sheep River.
- The Biophysical Overview suggests this portion of 'Watercourse D' should be investigated further at future planning stages.



Historical Resources & Environmental Site Assessment



Historical Resources

Historical Resources Act approval was granted for the entire Trilogy Plains ASP in June 2021. There are no further Historical Resources Act requirements associated with archaeological resources for the plan area.

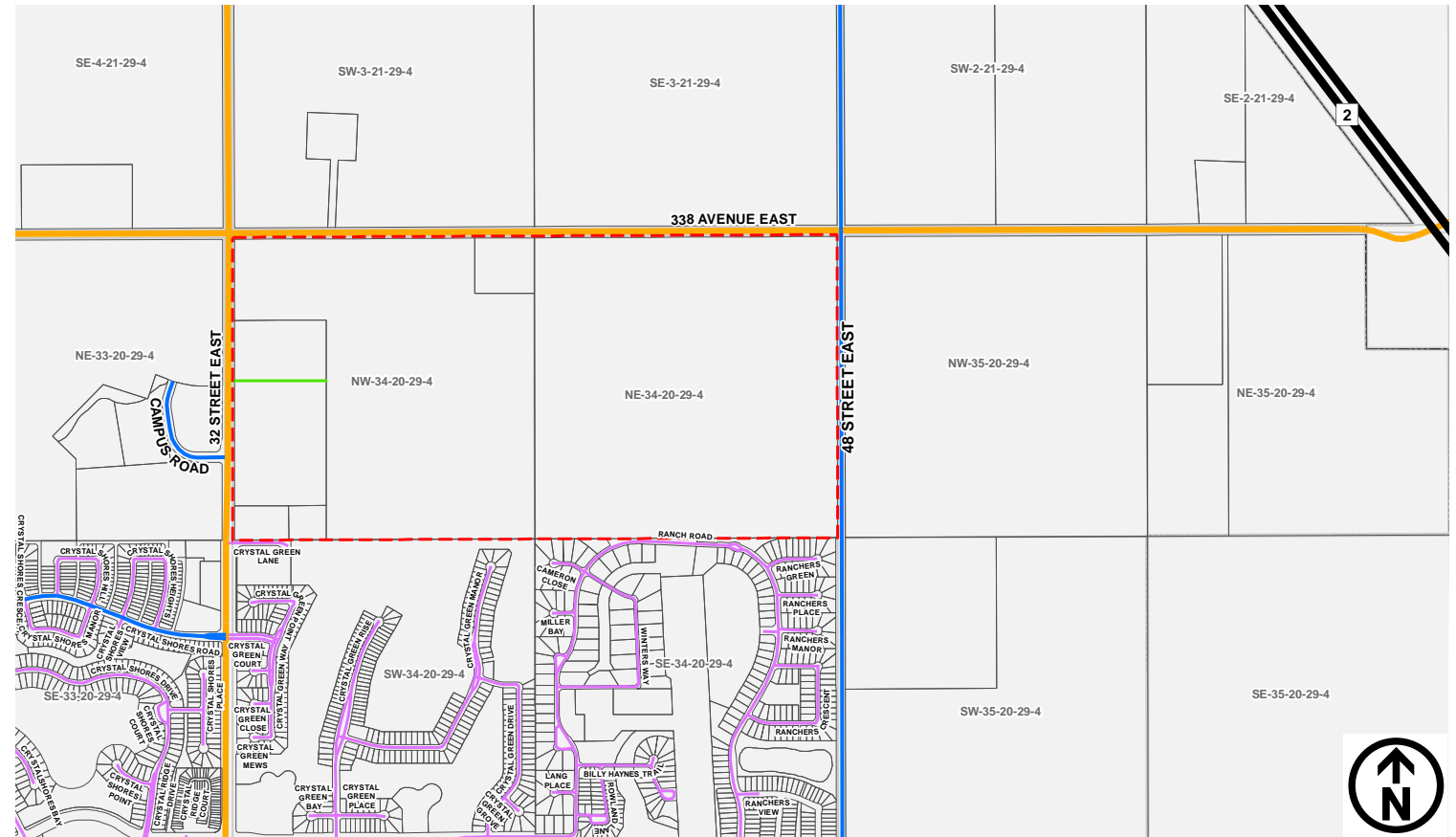
Phase 1 Environmental Site Assessment (ESA)

A Phase 1 ESA for the Plan Area was completed in May 2021. No significant environmental concerns were identified.

The homestead on the east quarter section (NE 34-20-29-4) has potential for some on-site environmental concerns due to the nature of agricultural properties and homesteads. A Phase 2 ESA is recommended for the east homestead area at the Neighbourhood Area Structure Plan stage.

Existing Transportation Network

- **338 Avenue** - a major east-west connection through the north part of Town, connecting Highway 2 and Highway 2A. Future upgrades of 338 Ave to an 'arterial' road classification and future interchange at Highway 2.
- **32nd Street** - an important north-south route through the Town. Future upgrade of 32nd Street to an 'arterial' road standard.
- Additional access into and out of Trilogy Plains from development to the south is limited. The proposed pathway network within the Trilogy Plains ASP will ensure there is an appropriate level of integration with existing communities.



Existing Road Network

- Primary Highway
- Arterial
- Collector
- Residential
- Private

Area Structure Plan Boundary

Parcel

Trilogy Plains Vision

The Trilogy Plains area will be a unique community that consists of a mix of housing options and a range of employment opportunities, appropriately integrated to promote a diverse and vibrant community.



Diverse & Healthy Neighbourhood

An appropriate mix of land uses, housing forms and densities will be integrated throughout the plan area.



Connected Transportation Networks

An integrated and connected multi-modal transportation system within Trilogy Plains will support safe and active movement.



Economic Opportunities

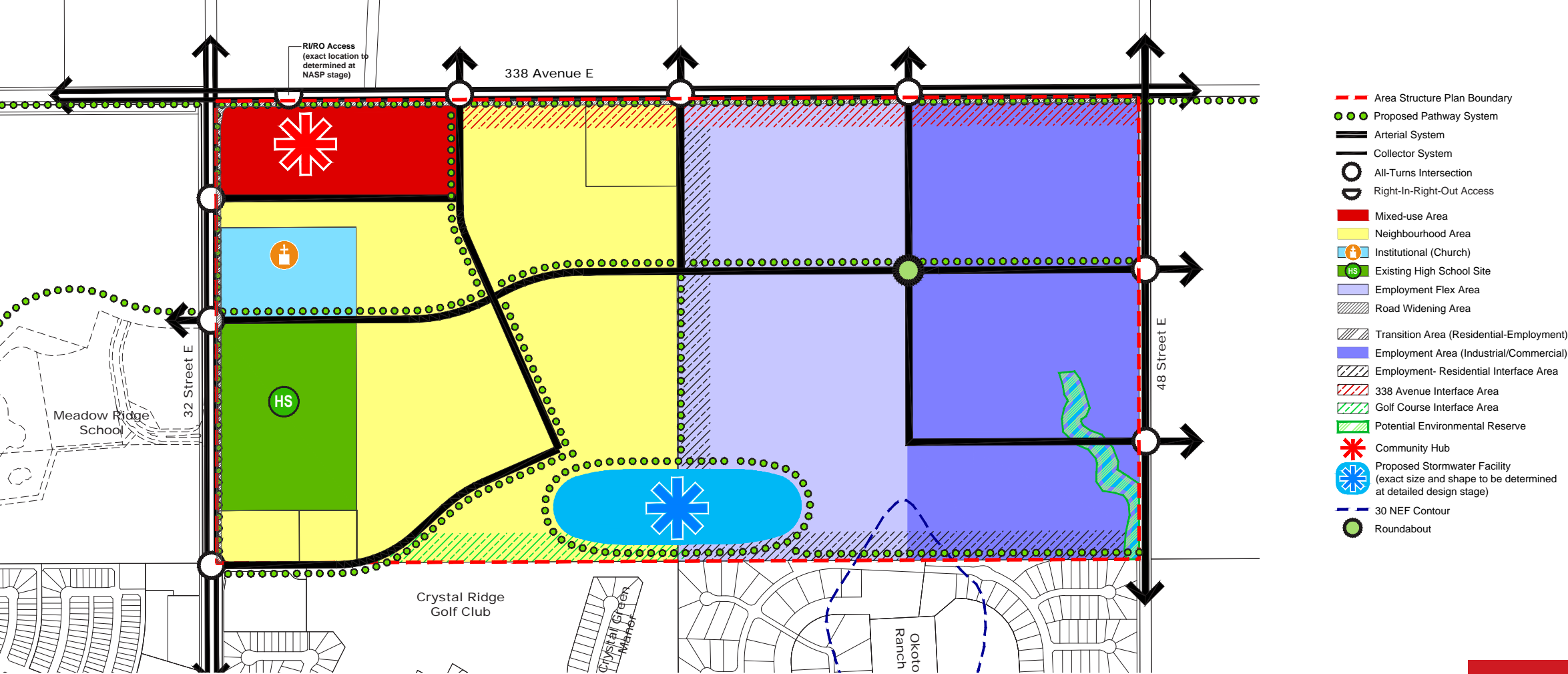
Business opportunities within the plan area will provide services and employment opportunities to Trilogy Plains residents and surrounding communities



Integration with Existing Uses & Communities

Trilogy Plains will respect existing development within the plan area and provide appropriate interfaces with surrounding communities

Land Use Concept



Area Structure Plan Statistics

Area Structure Plan Statistics			
Land Use	Area (ha)	Area (ac)	Area % of plan
Neighbourhood Area	45.64	112.78	35.2%
Mixed-Use Area	6.07	15.0	4.6%
Employment Area	30.74	75.96	23.7%
Employment Flex Area	32.17	79.48	24.8%
Existing School Site	7.83	19.35	6%
Existing Church Site	3.80	9.39	3%
Potential Environmental Reserve	1.19	2.95	0.9%
Road Widening Area	2.35	5.70	1.8%
TOTAL AREA	129.7	320.6	100%

Gross Developable Residential Area

47.44 hectares (117.23 acres)

Town of Okotoks Density Target

29 units per hectare
(12 units per acre)

Approximate number of dwellings

1,407

Approximate number of people per dwelling

2.9 people

Anticipated Population Projection

4,080

Anticipated Job Projection

1,915

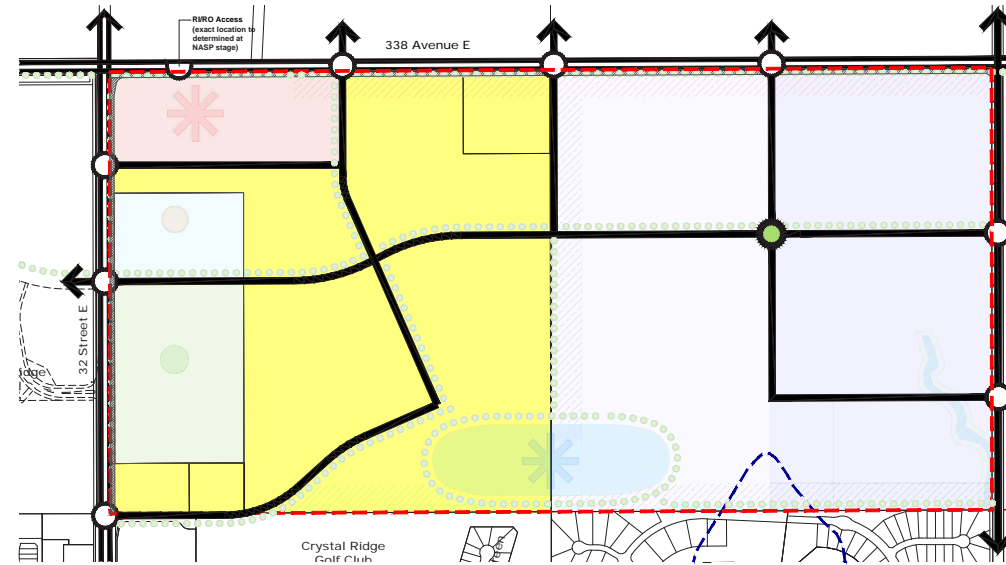
Neighbourhood Area



The Neighbourhood Area allows for a mix of residential uses of varying densities and forms, neighbourhood parks, and local streets.

Key Policies:

- The Neighbourhood Area shall consist of predominantly residential uses with limited and compatible non-residential uses.
- A minimum of 40% non- single-detached housing shall be provided within the Plan Area.
- Multi-dwelling residential development within the Plan Area should be:
 - i. Located in close proximity to major roadways, future transit service, open space systems, and the pathway network.
 - ii. Located with the Community Hub



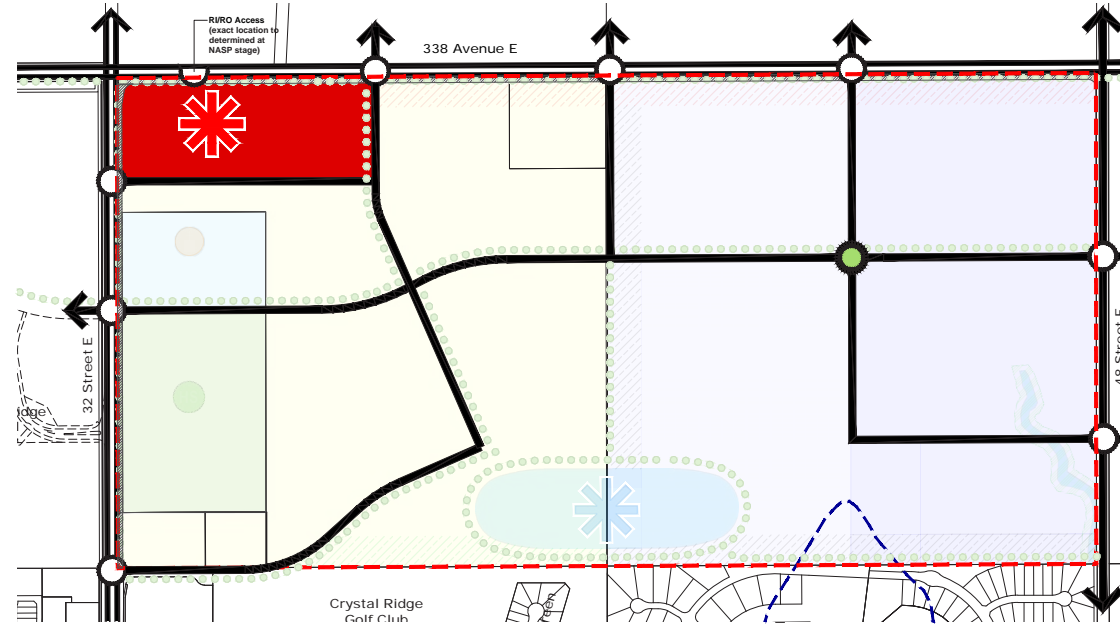
Mixed-Use Community Hub



Envisioned as a community destination, providing a mix of land uses that provide commercial services, higher density residential uses, and gathering spaces.

Key Policies:

- The Mixed-Use Community Hub should be comprehensively planned and shall include the following uses:
 - Community commercial uses
 - Medium & high-density residential development
 - A public open space/amenity space
- The Community Hub may include other land uses such as recreational uses, institutional uses, or other compatible uses.
- The Commercial Area within the Community Hub should provide a minimum of 10 acres of gross commercial area.
- Medium and high-density residential uses should be located adjacent to the Mixed-Use Community Hub.



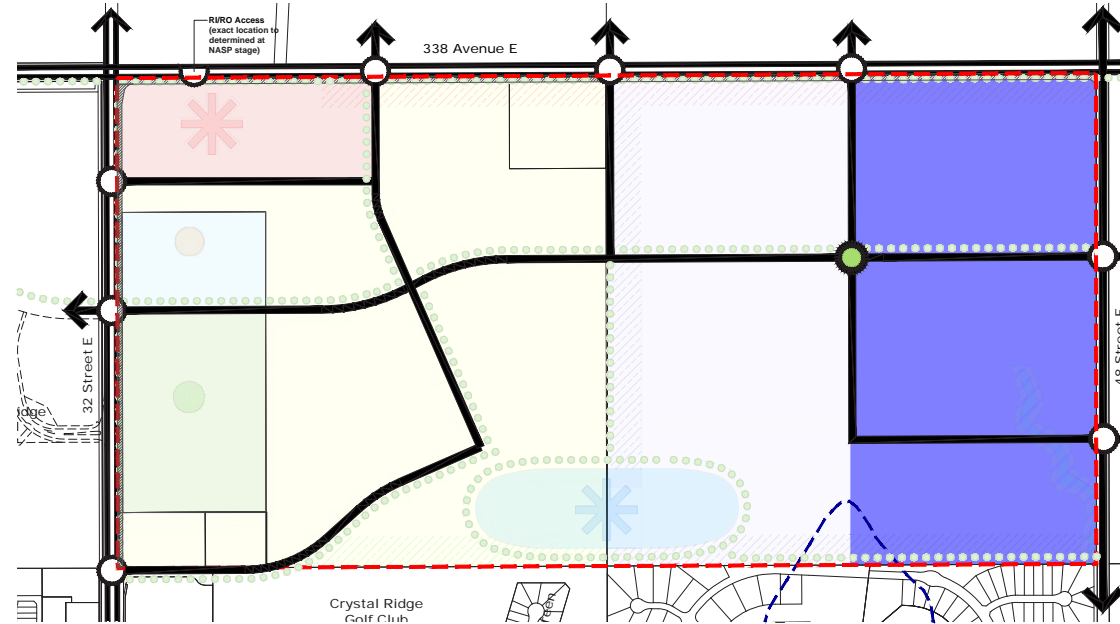
Employment Area



The purpose of the Employment Area is to provide for a range of employment uses in the form of regional commercial uses, prestige industrial, or light industrial uses. The type of uses within the Employment Area will be determined at the Neighbourhood Area Structure Plan and Land Use Amendment Stage.

Key Policies:

- The Employment Area should be comprised of light industrial, business service, commercial, and other industrial-supportive uses, and shall be further defined at the land use amendment stage.
- The Neighbourhood Area and Employment Area shall be connected while minimizing the amount of employment traffic within the Neighbourhood Area.
- The Employment Area shall provide an appropriate and attractive transition area between residential uses and employment uses.



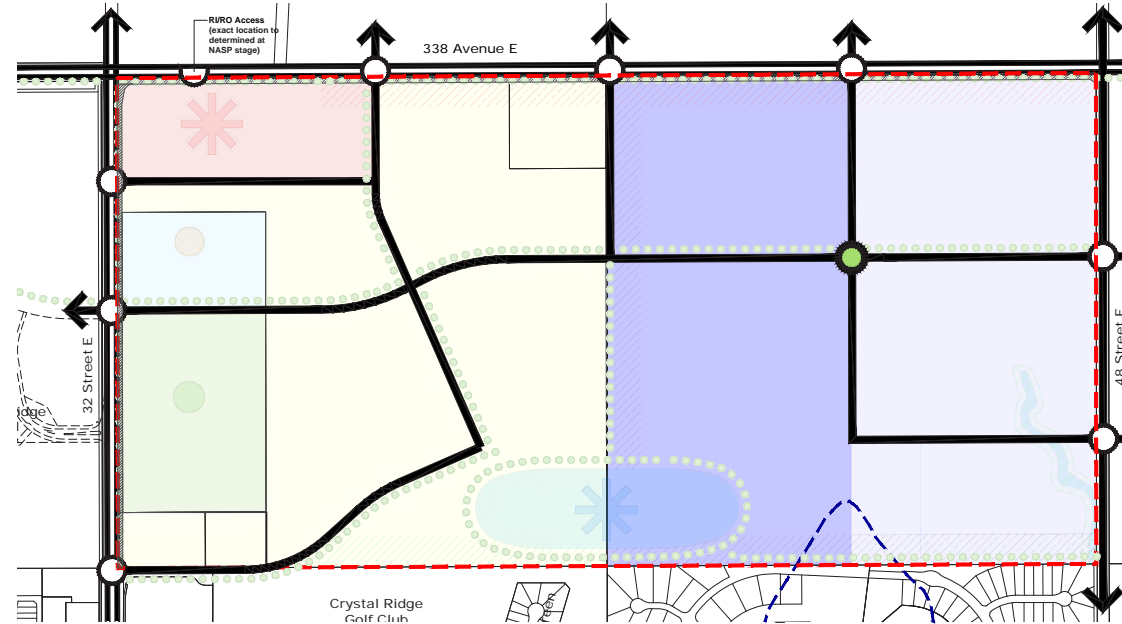
Employment Flex Area



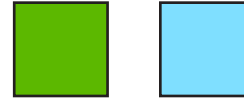
Intended to include employment generating land uses such as prestige or light industrial uses, office, or commercial uses. Residential uses may be permitted in this area if further analysis at the time of a Neighbourhood Area Structure Plan provides compelling rationale for conversion of some or all of the Employment Flex Area to residential uses. An application for a Municipal Development Plan (MDP) amendment would need to be approved by Council for future residential uses in this area.

Key Policies:

- The Employment Flex Area should be comprised of light industrial, business service, commercial, and other industrial-supportive uses, and shall be further defined at the Neighbourhood Area Structure Plan and land use amendment stage.
- The Employment Flex Area may comprise residential uses, contingent upon further review at the Neighbourhood Area Structure Plan stage and the approval of a Municipal Development Plan amendment.



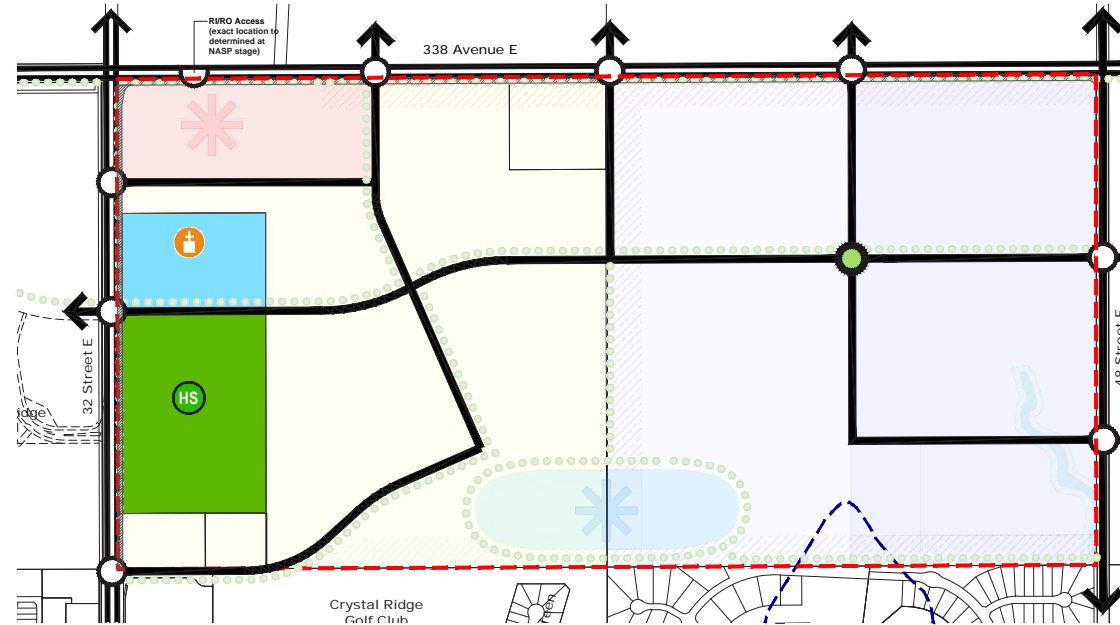
Existing School & Church Sites



Holy Trinity Academy (High School) and St. James Church are intended to be left in the same location and configuration.

An existing private road shared between the school and church sites provides access from 32nd Street. This access road is proposed to be upgraded and will serve as a main entrance to the Trilogy Plains neighbourhood.

The east portion of the church site is currently being considered for redevelopment and potential residential uses. The details of the church site should be determined at the NASP and land use amendment stage.



Areas within the Trilogy Plains ASP that require additional consideration and policy direction to ensure an attractive and suitable interface with surrounding uses.



338 Avenue & Golf Course Interface Areas

338 Avenue

The intent is to consider visual appeal for commuters, noise mitigation for residents, and overall safety considerations. In order to provide an attractive interface, the following is suggested:

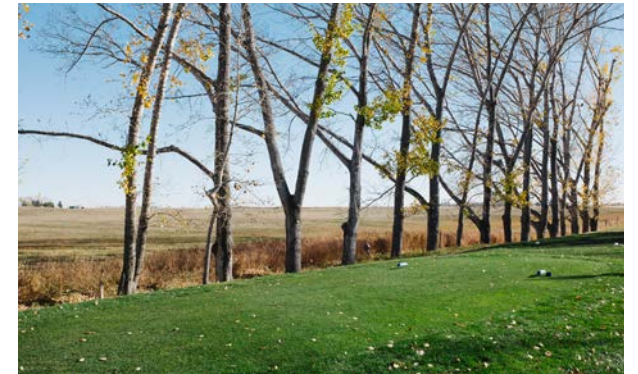
- A variation of residential densities, commercial uses, and employment uses should be situated adjacent to 338 Avenue to provide visual relief to the traveling public.
- High density residential uses and commercial uses should be designed, where possible, to have some street facing presence towards 338 Avenue to help activate the street.
- Low density residential uses and employment uses should ensure high-quality fencing/noise mitigation walls and landscaping elements are appealing for all modes of transportation along 338 Avenue.

Golf Course

The interface area should consider the unique interface conditions with an active golf course, including golf ball hazards and noise implications at various times of the day.

To promote compatibility the following should be considered:

- Building placement and angles in relation to tee boxes.
- Open space and natural landscaping buffers in the form of Municipal Reserve.
- High-quality fencing.



Employment- Residential Interface Area

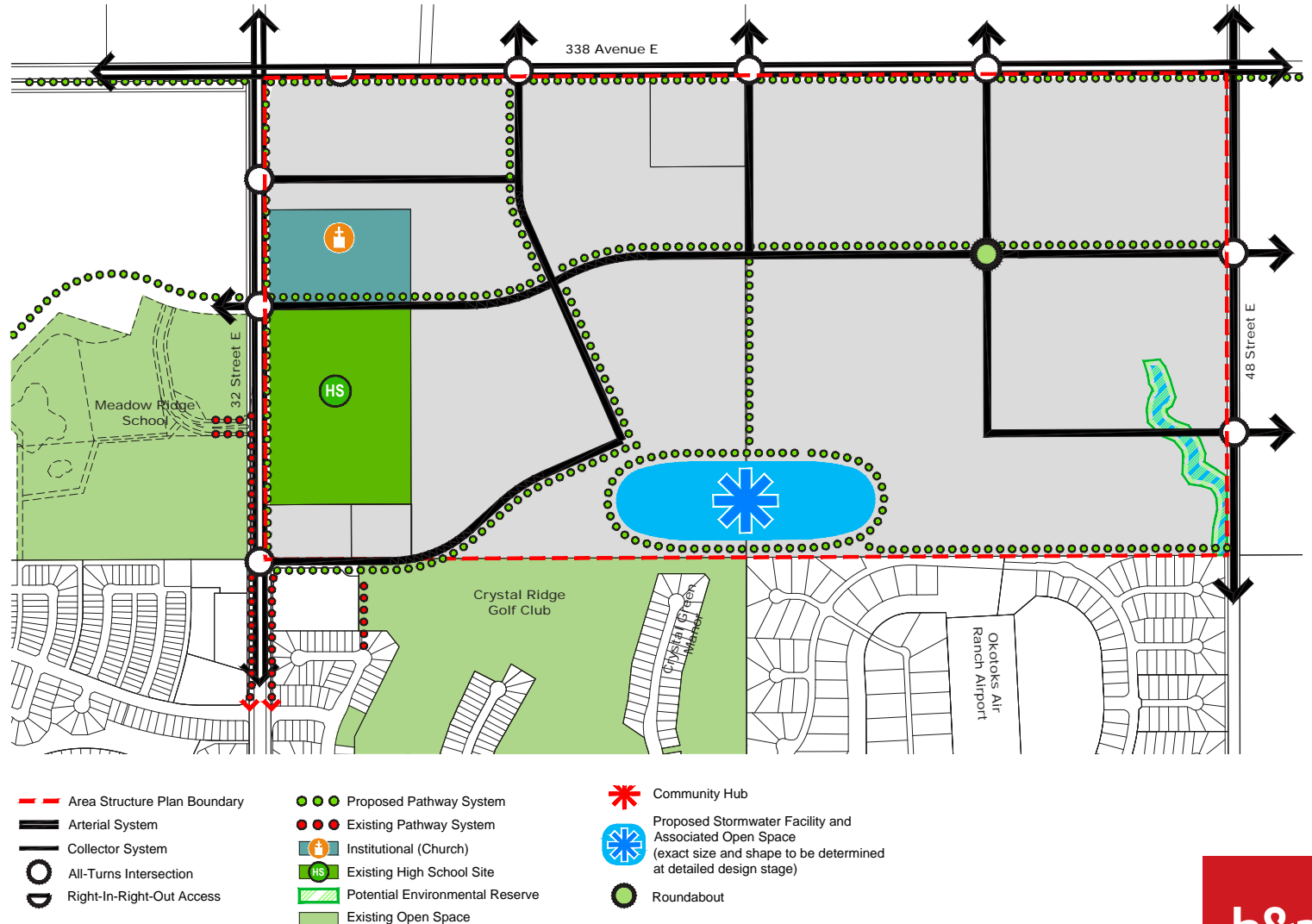
- The intent of the Interface Area is to ensure that new development within the Plan Area ensures an appropriate and appealing transition from residential to employment uses. The quality of the interface is important due to non-residential nuisance factors, visual appeal for residents, and safety considerations for both business owners and residents.
- Landscaped areas should be developed in the form of linear park space (Municipal Reserve) that consists of high-quality landscaping, multi-use pathways, berms, and fencing.
- Site design guidelines for non-residential lots within the Interface Area will entail minimum building setbacks, limitations on activity, lighting and façade requirements, building height limits, and other security/nuisance prevention provisions.



Example of Landscaped Buffer between Residential and Employment Uses

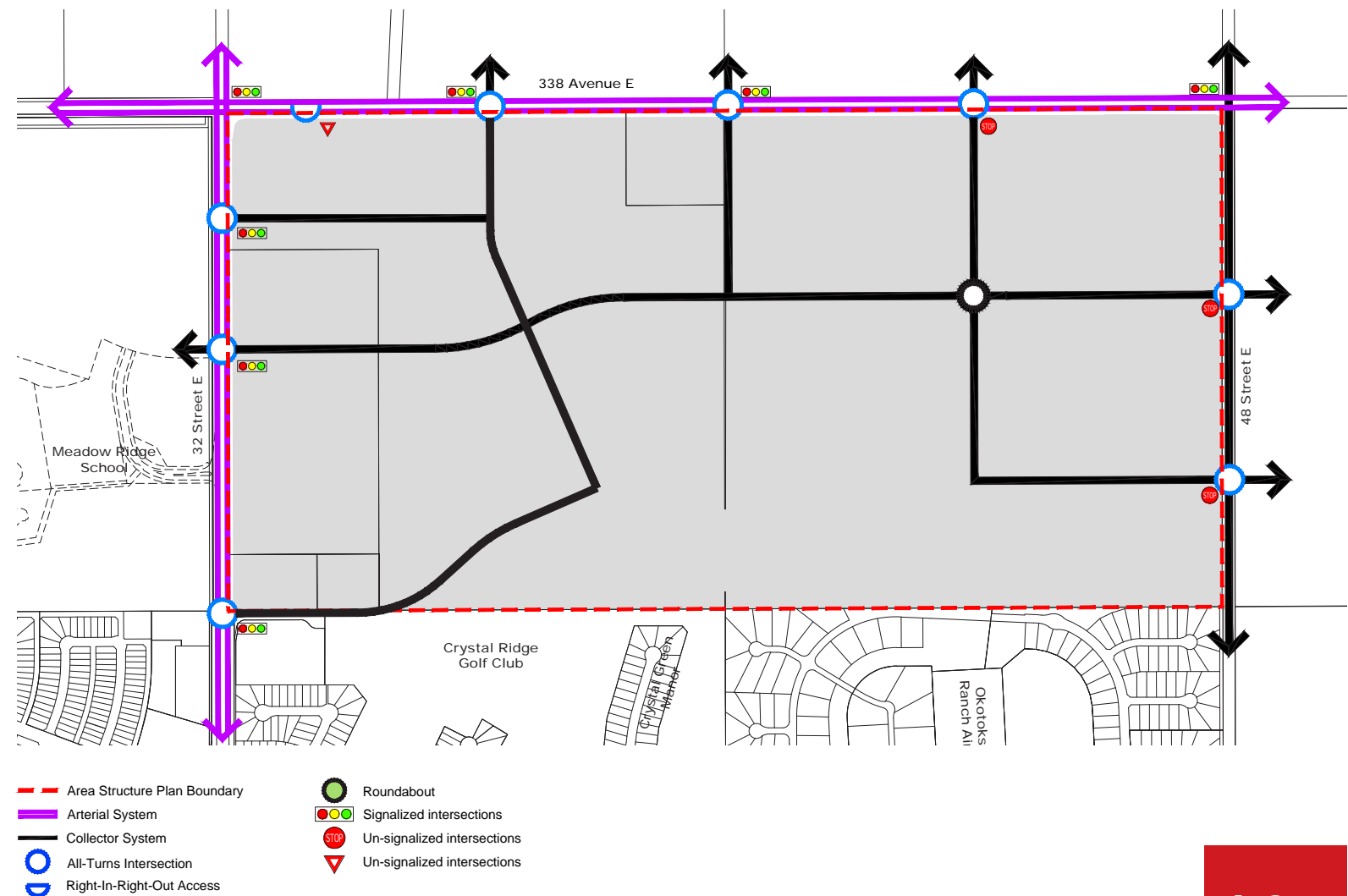
Open Space

- The open space system within the Trilogy Plains ASP will consist of a combination of parks and pathways, programmed open space, and a high school site.
- Neighbourhood parks, linear open spaces, and local pathways are not illustrated in the Trilogy Plains ASP but will be integrated throughout the Plan Area and defined at the time of a Neighborhood Area Structure Plan.



Road Network

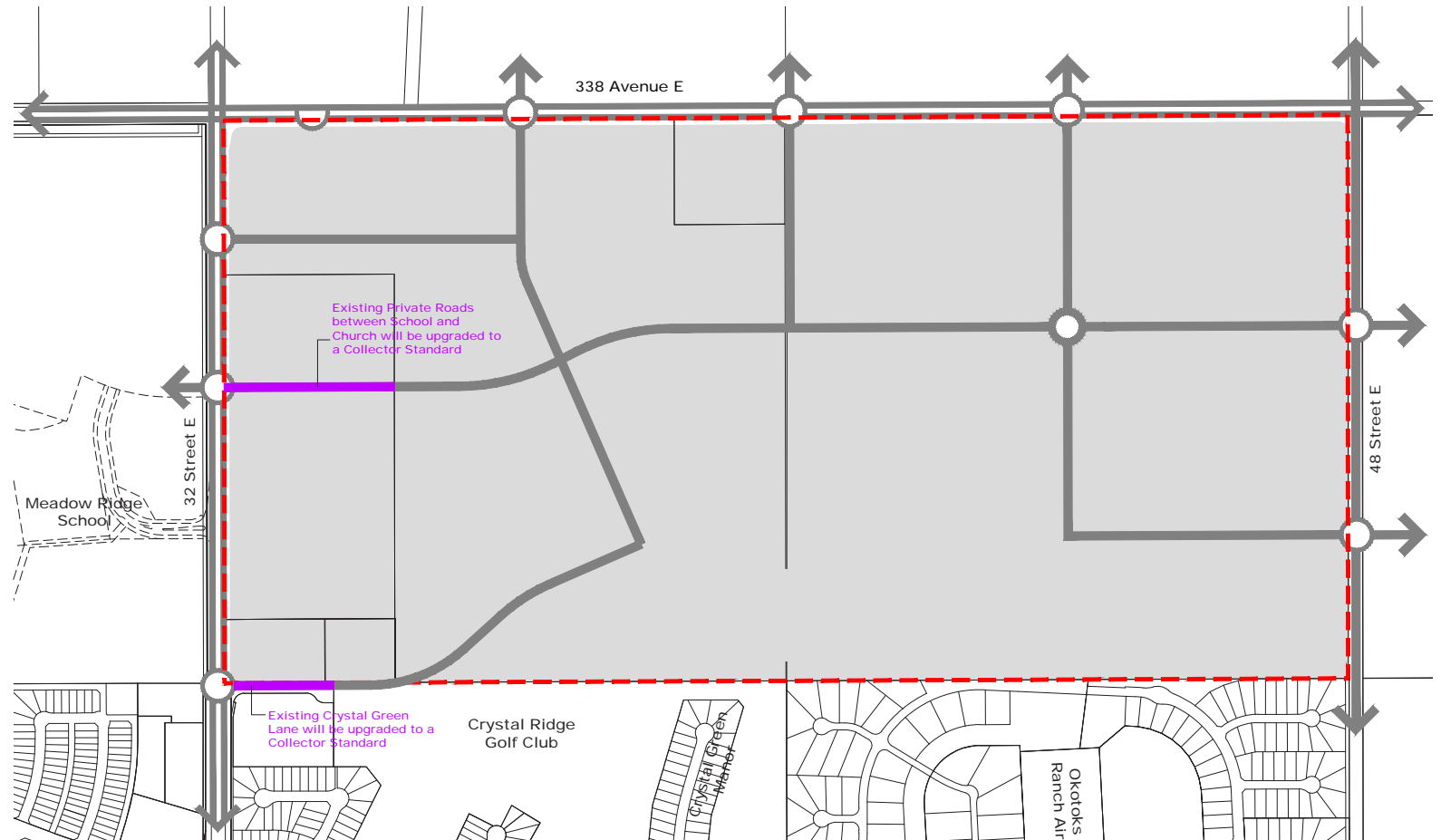
- The collector road network provides the framework for community circulation patterns and provides the main access and egress to the community.
- Local roads will be defined at the Neighbourhood Area Structure Plan stage and will be designed to connect and complement the collector road system.



Modification to Existing Roads

Existing roads with the Plan Area that require upgrades to a collector road standard to support the ASP development include:

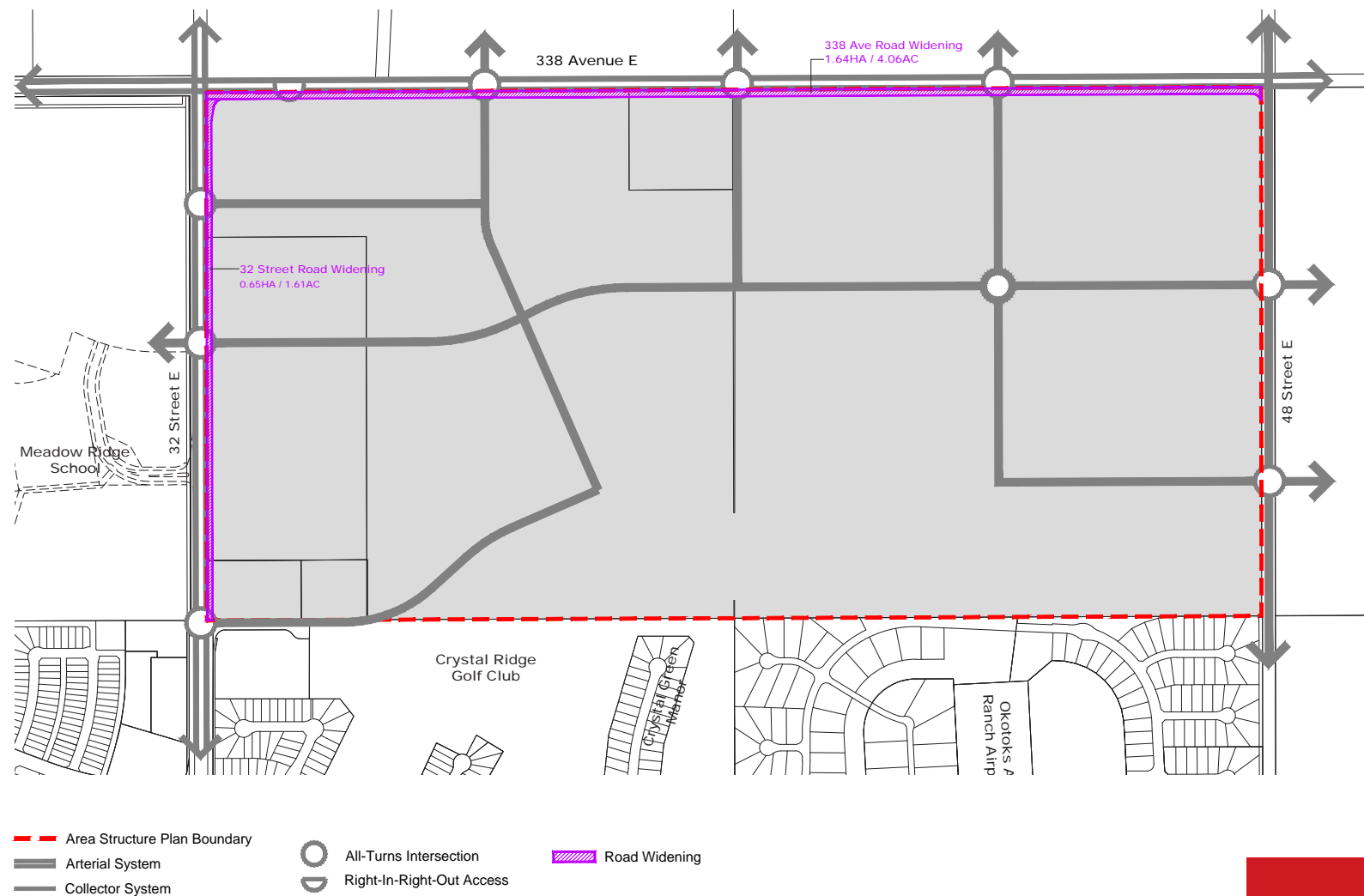
- An existing private road currently services the School and Church site and is shared between the two properties.
- An existing local road located on the southwest boundary of the Plan Area, identified as Crystal Green Lane.



Road Widening Areas

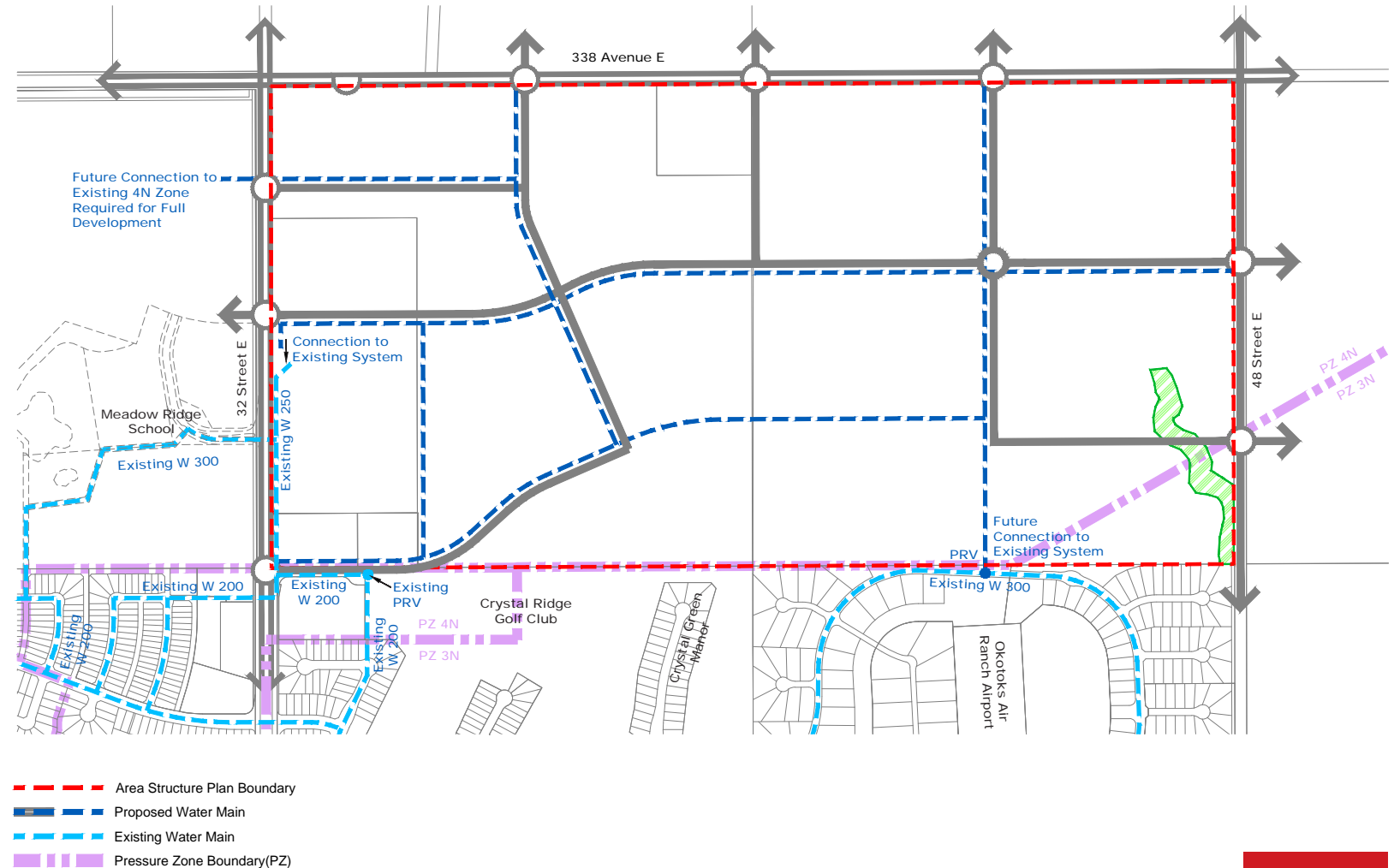
The Town of Okotoks currently has plans to upgrade 32nd Street and 338 Avenue to 4-lane urban arterial roads with supporting pathways.

To accommodate the proposed future upgrades, road widening area within the Trilogy Plains ASP will be required along 32 Street and 338 Avenue.



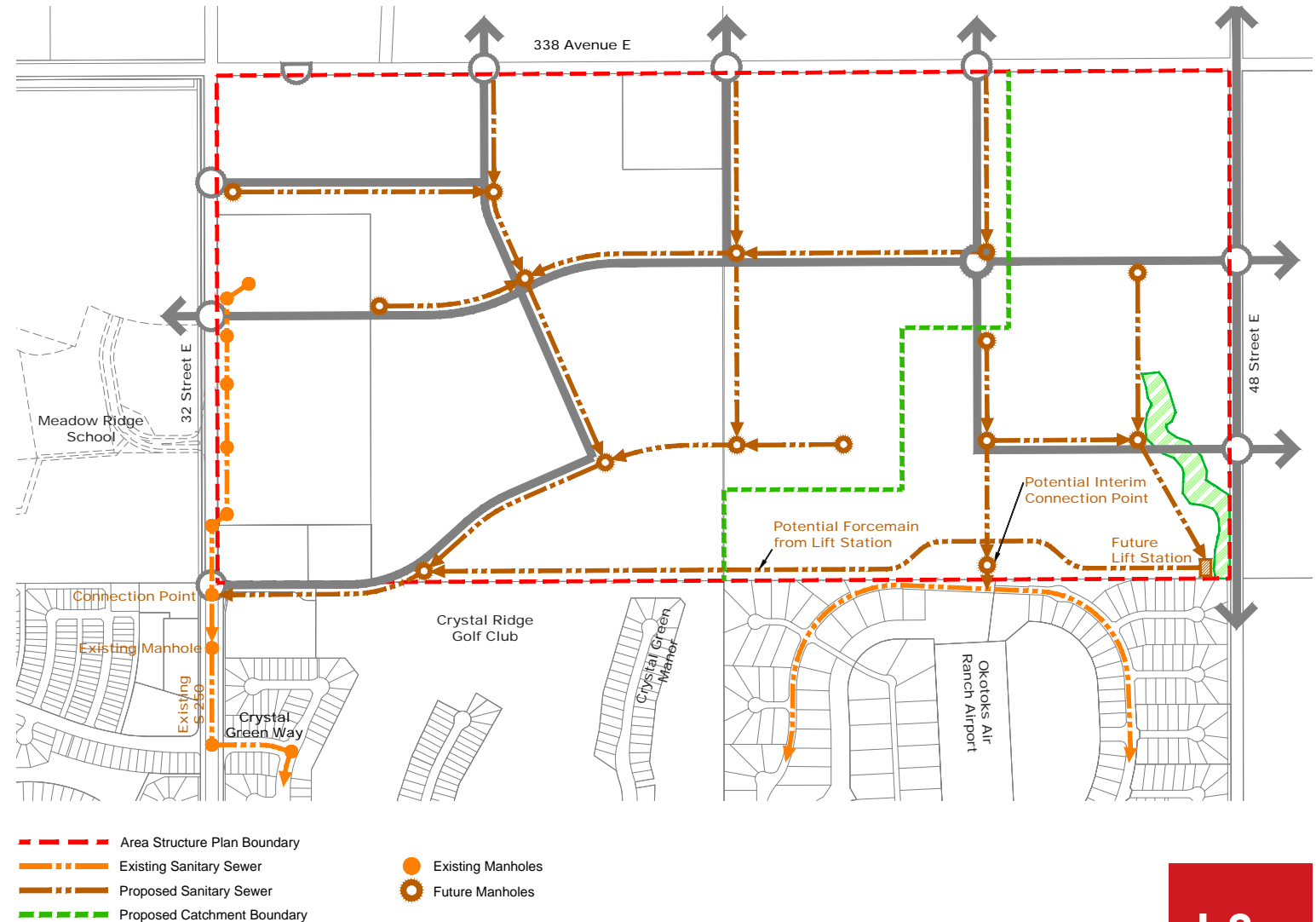
Water Servicing

- Water servicing within the Trilogy Plains ASP lands will adhere to the Town of Okotoks Water Allocation Policy to ensure there is availability of water capacity to support development within the Plan Area.
- Water service for initial development can be achieved by connecting to the existing 300mm line coming from the west (Meadow Ridge School area) and the 250mm line on 32 Street.
- To support the full build out of the ASP area, future connections to Wedderburn to the west, and to Ranch Road to the south will be required.



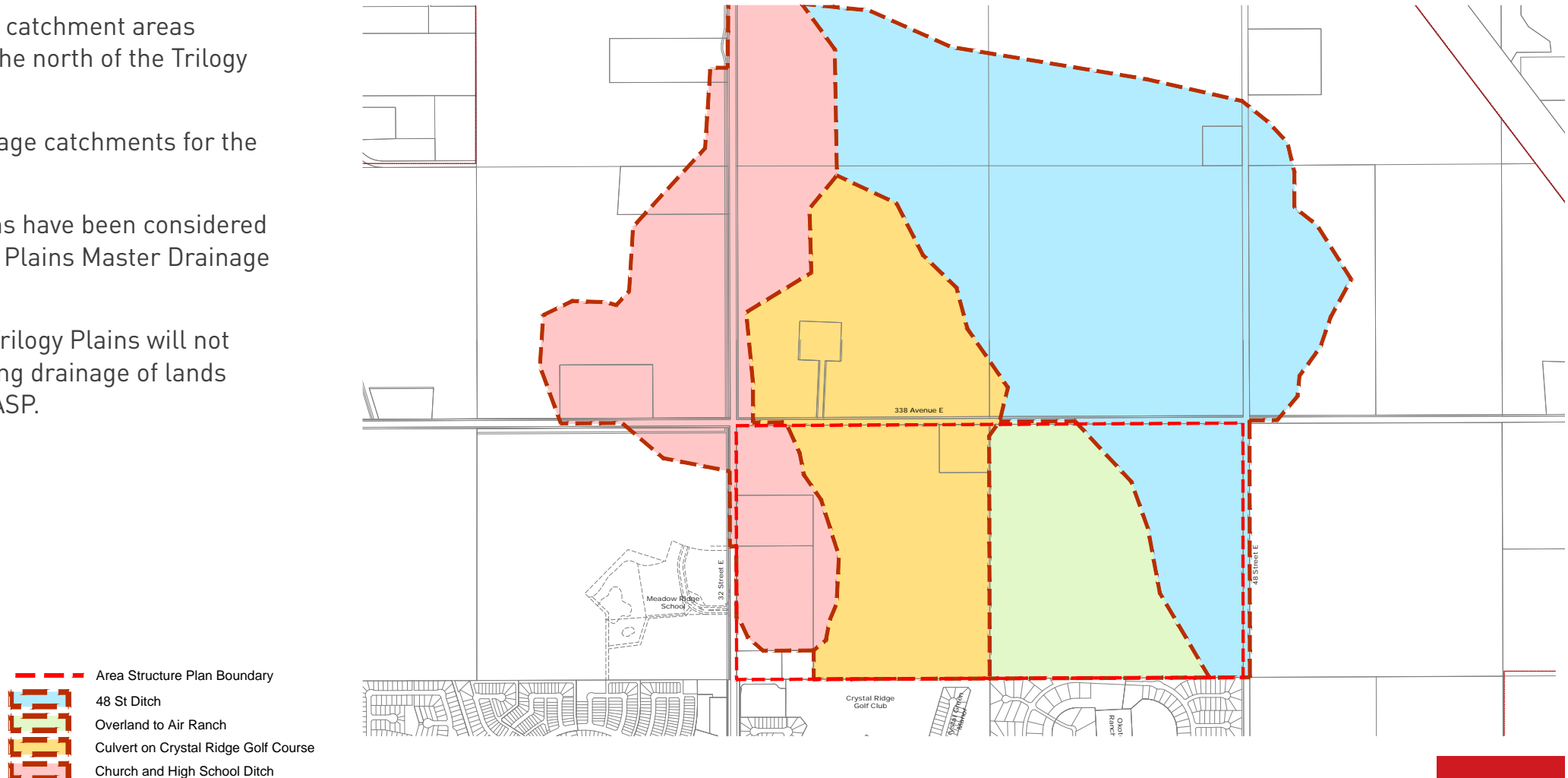
Wastewater Servicing

- The Lamont lands (west quarter section) and approximately 26 hectares of the East Quarter Section can be serviced by gravity to 32 Street, with the connection point at Crystal Green Lane.
- Ultimately a lift station will be required to service most of the East Quarter Section and would be located in the SE corner of the ASP area. Flows from the lift station would discharge into the 32 Street sewer system via the gravity collection system on the SW corner of the ASP area.
- An alternative servicing option for the East Quarter Section is through a future trunk main running down 48th Street. In this option, the lift station would likely not be required and the lands would flow by gravity to 48 Street.
- An interim solution to service the eastern portion of the employment lands would be to assess the existing sanitary sewer within Ranch Road. If capacity is available in the existing system, some interim development could be achieved without the need for a lift station.



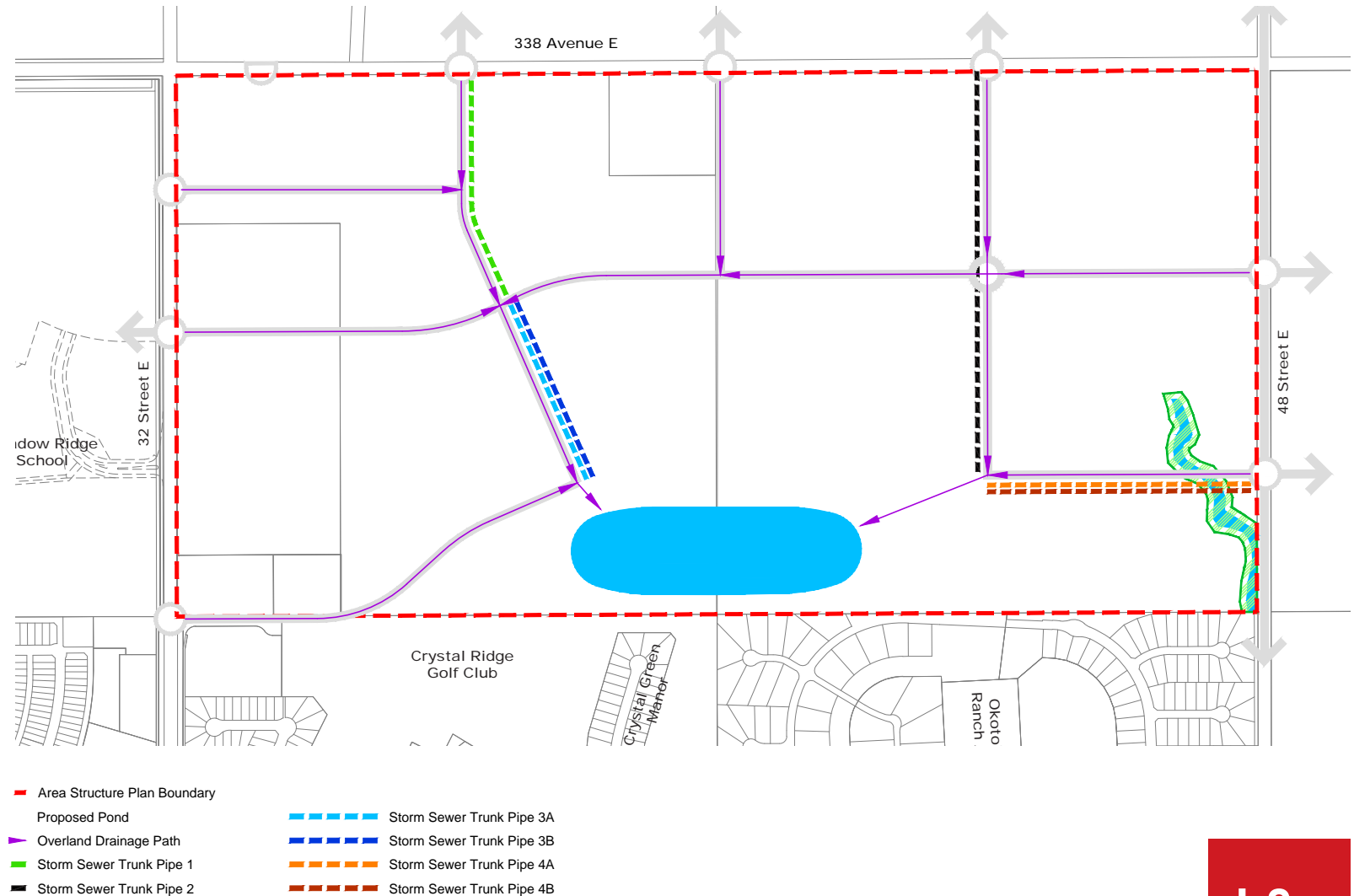
Stormwater Management

- Existing drainage catchment areas include lands to the north of the Trilogy Plains ASP.
- Generally 4 drainage catchments for the ASP area.
- Existing conditions have been considered within the Trilogy Plains Master Drainage Plan.
- Development of Trilogy Plains will not impede the existing drainage of lands upstream of the ASP.



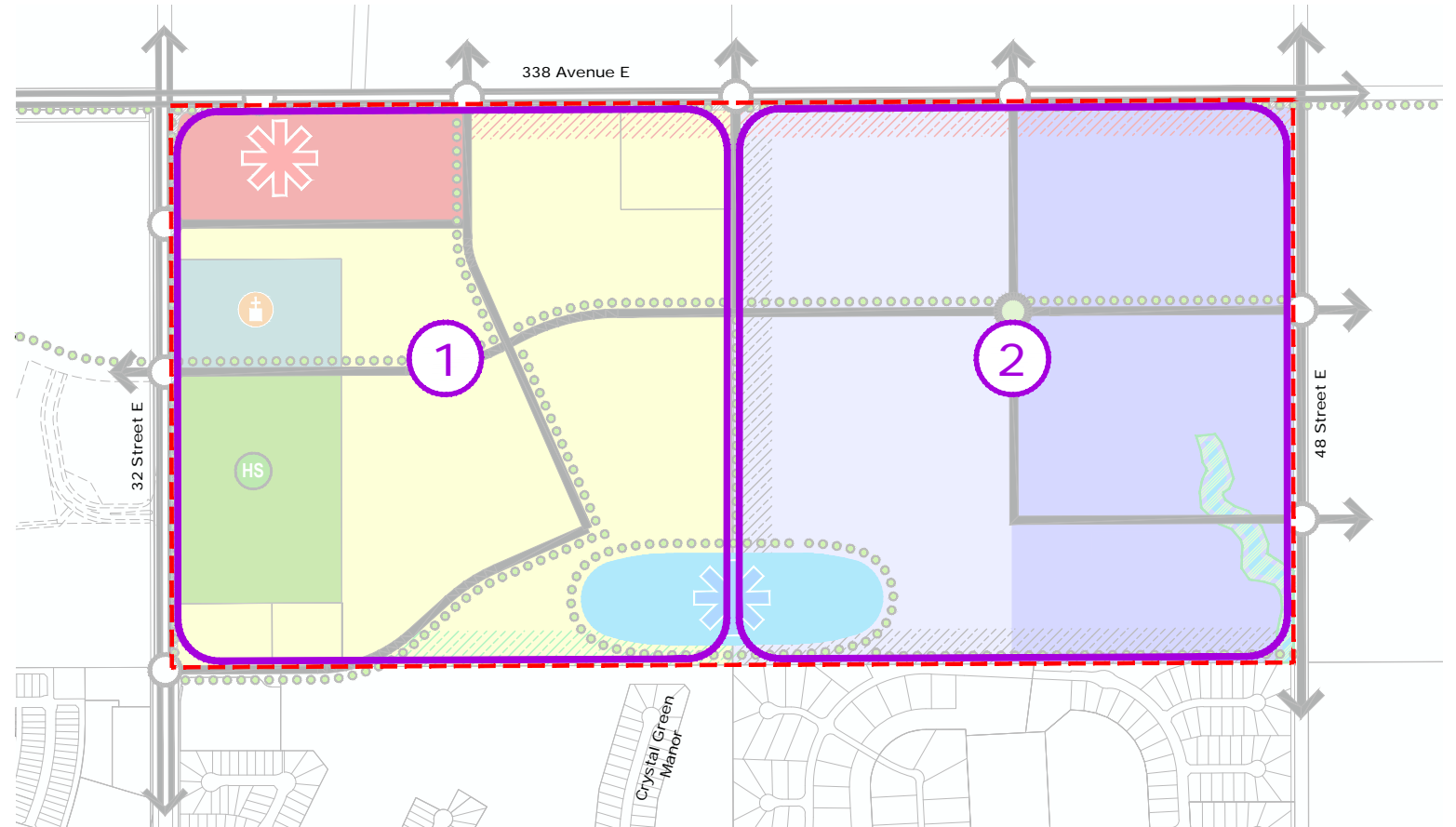
Stormwater Management

- As part of the Master Drainage Study for Trilogy Plains, options including one pond or two ponds to manage stormwater from the ASP area were examined.
- All scenarios adhere to the required release rate while allowing for upstream lands (from the north) to flow through.
- Discharge from the ponds enters either Crystal Ridge Golf Course or the natural coulee to the east of 48 Street.
- Capacities of downstream receiving waterbodies will need to be investigated further to determine the actual pond sizing in the ASP area.
- Options are being considered for stormwater re-use for the ASP area.



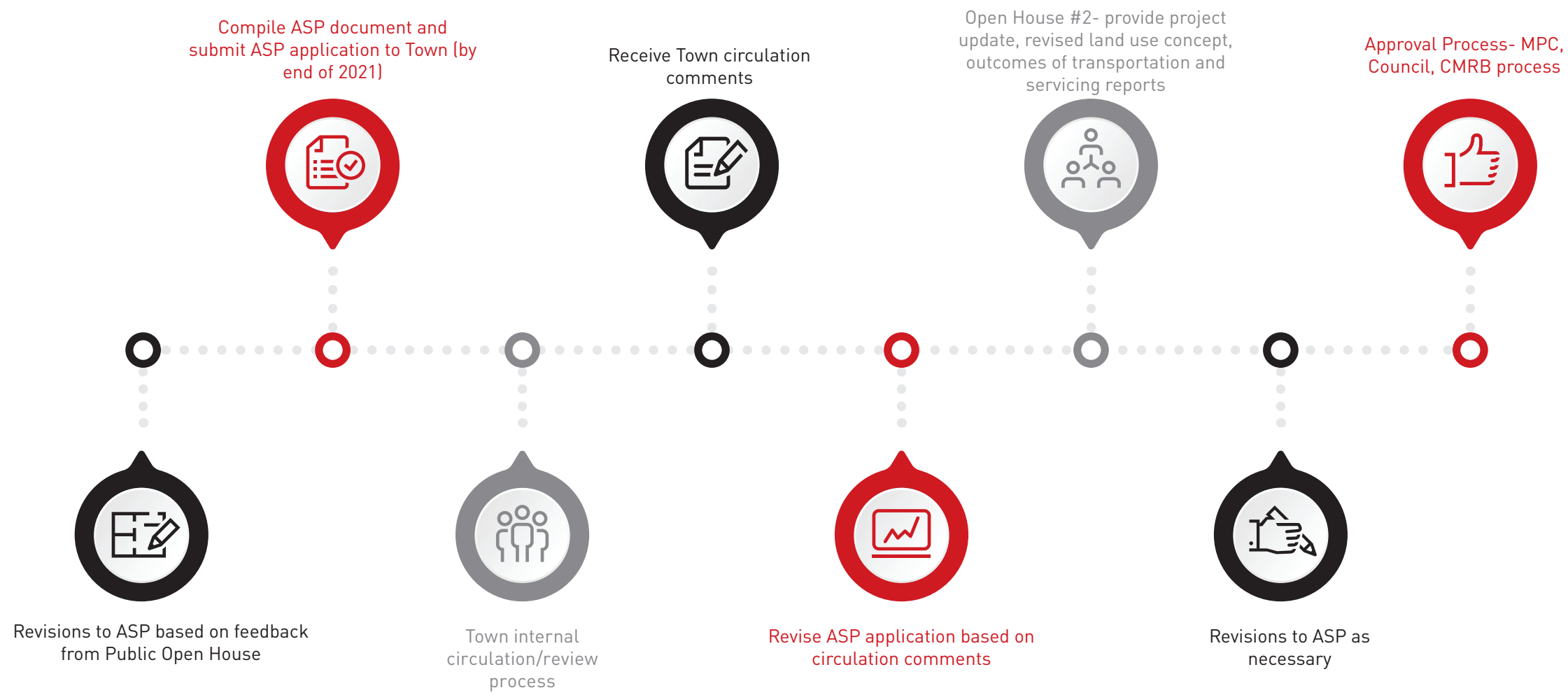
Phasing & Implementation of ASP

- Once passed by Council, the Trilogy Plains shall become a statutory planning document of the Town of Okotoks.
- To advance development on the land, a Neighbourhood Area Structure Plan (NASP) and Land Use Amendment must first be prepared in accordance with the Trilogy Plains ASP.
- Phasing boundaries delineate the anticipated sequence of growth and are based on efficient servicing, logical planning considerations, and developer readiness.
- Employment lands may develop independently of Phase 1 residential lands if logical and efficient servicing can be provided to the site.



■ Area Structure Plan Boundary
■ Phasing Plan

Next Steps & ASP Timeline



Tell Us What You Think!

On behalf of the project team, thank you for attending this virtual information session.



We appreciate your comments and feedback.
Please fill in a Feedback Survey.

 **TAKE THE SURVEY**



Let's stay in touch.
If you have questions, please contact us.



Bridget Naud
bnaud@bapg.ca



Keep informed on the project.
Information will be consistently updated online.

WWW.TRILOGYPLAINSASP.COM



Thank you for attending. **Questions or Comments?**