TRILOGY PLAINS ASP

PHASE 1 Public Engagement Summary

DECEMBER 2021

RESPECTING LAND & PEOPLE



TRILOGY PLAINS ASP

Public Engagement Summary

Prepared by:

B&A PLANNING GROUP

On behalf of:

LAMONT LAND LP.

DECEMBER 2021

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SECTION 1

Project Background

Lamont Land is pursuing an Area Structure Plan (ASP) to guide the future development of about 320 acres of land in the town of Okotoks, located directly north of Crystal Ridge Golf Club and Air Ranch Airport. An ASP is a statutory plan that, upon approval by the Town of Okotoks Council, will provide a policy framework to guide the development of the land, including direction for future, more detailed planning stages including Neighbourhood Area Structure Plans, land use designations, and subdivision applications.

An initial Area Structure Plan document has been completed for the Trilogy Plains lands and the key information was presented at a Virtual Open House on December 7, 2021. The ASP identifies the following:

- · Opportunities and constraints within the site
- Future land use concept with:
 - Neighbourhood Areas
 - Commercial and Employment Areas
 - Open Spaces and a Pathway Network
 - Major Road Network
 - Interface Areas
- Future neighbourhood boundaries
- Water, sanitary, and stormwater servicing strategy
- Comprehensive policy to supplement the land use and servicing strategy
- · Phasing and implementation strategy
- Guide to lower tiered planning efforts (i.e. Neighbourhood Area Structure Plans, land use and subdivision matters)

ENGAGEMENT TIMELINE

March 2021 Trilogy Plains ASP website launches

November 18, 2021 Temporary outdoor signage

- **November 19, 2021** Postcards delivered to neighbours
- •
- Project website updates
 November 22, 2021
- Condo board emails

November 19, 2021

- Email newsletter
- November 24, 2021 Newspaper advertisements
- **December 1, 2021** Virtual landowner meeting
- **December 7, 2021** Public Virtual Information Session

Engagement Summary

The goal of the public engagement program is to inform the community about the project prior to submitting an Area Structure Plan to the Town of Okotoks, introducing the project team, and responding to questions, comments and ideas related to the project.

Due to the public health situation related to COVID-19 and resulting regulations around social distancing, the public engagement program took place online.

ENGAGEMENT BY THE NUMBERS





SECTION 3

Engagement Opportunities

PROJECT WEBSITE

The dedicated project website (trilogyplainsasp.com) was launched in March 2021 to share details about the project. The site will continue to be updated as the project progresses, and members of the public can provide comments and ask questions through the website. The website was promoted by a postcard delivery, on-site signage, a newspaper advertisement, condo board emails and through an email newsletter.

EMAIL NEWSLETTER

On Tuesday, November 23, a project newsletter was emailed to 32 stakeholders that signed up to receive information about the Trilogy Plains ASP project. The newsletter introduced the project and project website and invited stakeholders to attend the December 7, 2021 virtual information session. The engagement specialist's contact information was also provided for follow up questions and information.

POSTCARD & CONDO BOARD EMAILS

On November 22, 2021, households within a 200m radius of the project area received a hand-delivered postcard inviting them to attend the virtual information session. The postcard introduced the Trilogy Plains ASP and shared the project website and engagement representative contact information. An email including the same information was shared with adjacent condo boards which was forwarded to tenants.

ONLINE SURVEY

A link to an online survey was sent to all participants of the virtual information session and email subscribers. It was also posted to the website. The survey asked participants to evaluate the session and provide feedback to help direct future public engagement. In total, 29 people completed the survey. The results have been summarized in Appendix A.



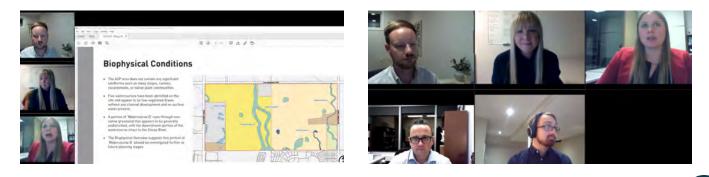
VIRTUAL INFORMATION SESSION

On December 7, 2021, the project team hosted a virtual public information session to introduce the project and provide participants the opportunity to ask questions. The information session was facilitated by B&A Planning Group with support from WATT Consulting Group and CIMA+ to share details about the ASP. Lamont Land, the developer, was also in attendance. The session started with a formal presentation followed by a Question-and-Answer portion.

- 60 people registered to attend; 53 people attended
- We received 19 questions from 8 different attendees

The Virtual Information Session was advertised through:

- · Onsite signage November 18, 2021
- · Project website update November 19, 2021
- Postcard delivery to residents within a 200 m radius of the project boundary November 19, 2021
- Email newsletter November 23, 2021
- · Condo board emails November 22, 2021
- Western Wheel newspaper ad November 24 December 7, 2021

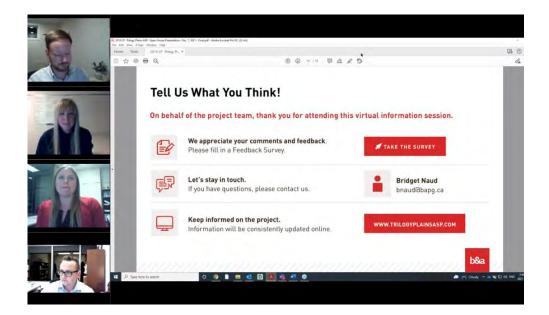




SECTION 3

Engagement Feedback

During the virtual information session, participants shared their questions and comments on the preliminary land use concept, including proposed uses, mobility, transition areas, servicing, stormwater management and the project process overall. Most of the stakeholder feedback focused on proposed uses and questions about timing and process. The project team documented all questions and comments received during the engagement program and provided responses to all queries in the table below. Comments and questions were received through the project website, stakeholder emails and during the Question-and-Answer portion of the information session.



ENGAGEMENT QUESTIONS AND RESPONSES

QUESTION OR COMMENT	RESPONSE
Theme: LAND OWNERSHIP	
Lamont Land owns half of the land – is there a plan to purchase the rest? Is there a purchase agreement in place?	Lamont Land owns 117 acres in the west quarter section of the ASP and there is no purchase agreement in place for the remainder of the ASP land. Lamont is a residential land developer and because the east component is planned to be an employment area, they are not planning to purchase that land. The east quarter section, identified for future employment uses, is currently owned by a private landowner.
If you don't own the east side of this development, are there guarantees in place to control what's developed there?	The ASP provides the policy framework for future uses on the entire site. Even though there is no developer for the east quarter (employment area), the existing landowner has been engaged and is aware of the future uses. Any subsequent planning will have to align with the policy no matter who the future landowner is.
Theme: ENVIRONMENT	
Will a wildlife assessment be completed as part of the project? There is a large population of ducks and geese currently in the area.	As part of the biophysical overview, a high-level wildlife assessment has been done. A more detailed assessment will take place at the future Neighbourhood Area Structure Plan (NASP) phase as part of the Biophysical Impact Assessment (BIA). If a notable species is identified through the BIA, mitigations or accommodations are often factored in.

QUESTION OR COMMENT

RESPONSE

Theme: FLIGHT PATH

Will you have to work with Transport Canada on restrictions on height of buildings within the flightpath?

Yes. Any rules and regulations relating to the Airport that impact future development will take place during the future NASP phase. Currently the flight path and associated noise contours are over the employment lands on the east side of the site.

Theme: CELL TOWERS

Do you plan to work with Telcoms and the Town to erect 5G/4G cell towers? If so, where in the development would they be? How many would there be? And when would public consultations take place?

Lamont Land is not planning to put a cell tower in the residential component of the ASP. To the best of our knowledge, there are no plans for cell towers in the employment area either. If a cell tower was to be proposed, the Town would be notified and an established engagement program will be implemented.

Theme: TRANSPORTATION

How far down 32nd will the arterial road extend? The diagram seems to indicate the proposed arterial road is from Crystal Green Lane north to 338th Avenue.

You mentioned that Lamont land is responsible for leaving land for future road widening on the arterials. Will that be Lamont Lands responsibility in future as the original developer or is that laid on the town of Okotoks when the development has been completed?

There is widening on 32nd Street to the south, will that be included in the development?

In accordance with the Town's Transportation Master Plan, 32 Street is expected to eventually be upgraded to a 4-lane arterial road standard for its entire length (between Cimarron Estates Gate and 338 Avenue).

The Town has a policy for land dedication for arterial roads within their Off-Site Levy Bylaw. At the time of development of the lands, the developer will be required to provide the necessary area for road widening and will also contribute to the cost of constructing the new road through an off-site levy payment.

Areas for widening of 32 Street adjacent to the Trilogy Plains ASP will be accommodated for and will be negotiated with the Town at the time of development. Upgrades to 32 Street and any necessary road widening south of the Trilogy Plains ASP area will be managed by the Town of Okotoks.

QUESTION OR COMMENT	RESPONSE
Are there plans for an overpass crossing Highway 2?	An intermunicipal study between the Town of Okotoks and Foothills County recommended that the medians be closed along HWY 2 to improve safety. Left turning vehicles are a known safety issue in the area. In the future, an interchange is planned for 338th Avenue and HWY 2 to help reduce delays.
On the east side with it being mixed industrial and future mixed-use commercial/industrial to the east, have the roads been considered for the heavier vehicle traffic? I imagine the change of use and the spike in construction traffic will create transportation difficulties during future community expansion in the area.	As much as possible, the employment lands will connect with the existing road network on the north (338 Ave) and east (48 Street) sides of the project and away from the residential component. 338th Avenue will be the main road that services the area. According to transportation modelling completed as part of this ASP, 338th Avenue and 48 Street will have enough capacity to handle the increased traffic caused by the Trilogy Plains development. At the time of development, detailed construction management plans are created to address construction traffic. Regional traffic from HWY 2 is not likely to have an impact until the interchange is in place. 338th Avenue is protected as a future 4-lane arterial road. As an arterial road, there are guidelines on the number of intersections and intersection spacing along 338 Ave, which will help reduce delays and ensure efficient traffic flow.
Theme: ENGAGEMENT	
Who are the key stakeholders that the ASP is circulated to when submitted to the Town of Okotoks?	The Town will circulate the ASP to all Town departments, relevant Provincial government departments (usually environment and transportation), school boards, Alberta Heath Services, and utility companies that are directly

feedback.

impacted by the project or have relevant interests and

QUESTION OR COMMENT	RESPONSE
Will there be further public consultations like this one going forward?	Yes, this is the first outreach event for this ASP. A second open house will be held next year once the ASP has been revised based on the Town's review and comments. Comments and questions on the application can continue to be submitted at any time on the project website or to the project's engagement specialist.
Can the public form part of the Calgary Metropolitan Region Growth Board (CMRB) review process?	The Trilogy Plains ASP will first be reviewed by Town of Okotoks Council, which will include a Public Hearing where the public can provide comments on the plan. Once Council provides Second Reading to the ASP, the ASP will be sent to the CMRB for review. All project engagement will be summarized within the ASP and included in the application which would go to the CMRB for review. The CMRB will review and evaluate the ASP to ensure alignment with the goals, objectives, and policies of the Regional Growth Plan. If approved by the CMRB, the ASP will return to Okotoks Council for a Third (final) Reading.
Thomas LAND LISE	

Theme: LAND USE

What about the current use of lands in the ASP that are privately owned and have businesses operating on them? Can they expand the business on that land? Existing site uses (such as the StorageMart) have control of their current business and when redevelopment of the site occurs. In the long term, the sites are intended to develop as per the direction in the Trilogy Plains ASP. Any changes to the existing use would be considered within the greater context of the ASP and within the current land use zoning applied to the subject site.

SECTION 5

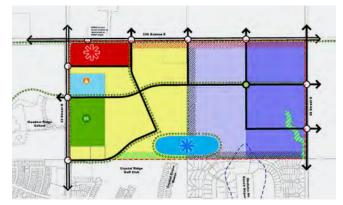
Next Steps

We want to thank the community for their engagement to date and we will continue to provide project updates throughout the application process.

The project team intends to submit the Area Structure Plan application in December 2021. A second engagement event will be held in winter/ spring of 2022.

A dedicated engagement specialist is available to respond to questions and comments from stakeholders.





CONTACT



BRIDGET HONCH Engagement Specialist B&A Planning Group

bhonch@bapg.ca • 403-692-4364



APPENDIX A

Online Survey Results

A link to an online survey was sent to all participants of the virtual information session and email subscribers. It was also posted to the website. The survey asked participants to evaluate the session and provide feedback to help direct future public engagement. In total, 29 people completed the survey. The following tables are a summary of the results from respondents.

QUESTION 1

Do you have any feedback on, or ideas to enhance the Neighbourhood Area? Neighbourhood Area (shown in yellow) - allows for a mix of residential uses of varying densities and forms, neighbourhood parks, and local streets.

Feedback	Frequency
Protect airport	5
Pathways	3
Land use conflict – airport/residential	3
Supportive	2
Reduce density	2
Vegetation	2
Traffic concerns	2
Unsupportive	2
Include ample parking	1
Park in south section	1
Prefer mailings	1
Noise from airport	1
Nice stormwater design	1
Minimum building heights	1
Want parks	1
Picnic areas	1
Sledding hill	1
Wildlife preservation	1
Bike lock stations	1
No LED Street lights	1
Landowner engagement important	1

Do you have any feedback on, or ideas to enhance the Mixed-Use Community Hub? Mixed-Use Community Hub (shown in red) - Envisioned as a community destination, the mixed use community hub provides a mix of land uses that provide commercial services, higher density residential uses, and gathering spaces. Commercial uses within the Hub will meet the daily shopping needs of the Trilogy Plains community and surrounding communities.

Feedback	Frequency
Land use conflict – airport/residential	3
Protect airport	2
Supportive	2
Rec Centre	2
Unsupportive	2
Well-lit intersections	1
Want emergency services	1
Water supply concerns	1
Support employment	1
Support commercial	1
Nearby commercial already	1
Noise from airport	1
Minimum building heights	1
Pedestrian only street	1
Skate Park	1
Public art	1
Electric vehicle charging	1
Off-leash park	1
Community hall	1
Community garden	1
No grocery store	1
Playground	1

QUESTION 3

Do you have any feedback on, or ideas to enhance the Employment Area? Employment Area (shown in dark purple) - 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.

Feedback	Frequency
Land use conflict – airport/residential	7
Protect airport	4
Noise concerns (airport, industrial)	4
Pollution concerns	3
Unsupportive	2
Water supply concerns	1
Support industrial	1
Support mixed commercial	1
Garbage concerns	1
HWY 2 interchange needed	1
Brewery	1
More info on prestige industrial	1
More info on height restrictions	1
More information on businesses	1
Traffic concerns	1
Preserve watercourse	1
Light concerns	1
Protect wildlife	1
Limit industrial	1
Prefer all residential	1



Do you have any feedback on, or ideas to enhance the Employment Flex Area? Employment Flex Area (shown in light purple) – This area is 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. An application for an MDP amendment would need to be approved by Council for future residential uses in this area.

Feedback	Frequency
Protect airport	4
Land use conflict – airport/residential	4
Prefer residential	2
More information on uses	2
Pollution concerns	1
Garbage concerns	1
Hwy 2 interchange needed	1
Water supply concerns	1
Noise concerns – airport	1
Indoor pool	1
Green spaces	1
Street furniture	1
Fencing	1
Water feature	1
Unsupportive	1
Mixed use	1
Move it east	1
Some light commercial	1

QUESTION 5

Do you have any feedback on, or ideas to enhance the Golf Course Transition Area? Transition Areas (shown as diagonal stripes) - Areas within the Trilogy Plains ASP that require additional consideration and policy direction to ensure an attractive and suitable interface with surrounding uses.

Feedback	Frequency
Access to airport	2
Unsupportive	2
Fencing	2
No wall/fence	2
Pathways	2
Land use conflict – airport/residential	2
Trees	1
Rest areas	1
Supportive	1
Protect airport	1
Noise from airport	1
Protect wildlife	1
Vegetation	1
Water feature	1
Like berm	1

Do you have any feedback on, or ideas to enhance the Residential (neighbourhood)-employment Transition Area?

QUESTION 7

Do you have any feedback on, or ideas to enhance the Road Network, Intersections, or pathways? Mobility 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.

Feedback	Frequency
Protect airport	3
Natural buffers	3
Land use conflict – airport/residential	3
Vegetation	2
Water feature	2
Water supply concerns	2
Unsupportive	2
Make larger	2
Supportive	1
Noise concerns	1
Airport access	1
More information needed	1
Community garden	1
Protect wildlife	1
Higher berms	1
Pathways	1
Engage adjacent residents	1

Feedback	Frequency
Reduce traffic lights	6
Congestion concerns	5
Traffic circles	3
Need east/west collector road	1
Neighbourhood bypass traffic concerns	1
More info needed – traffic lights	1
Do not widen 338	1
Keep parking lots (school, church)	1
Protect airport	1
Land use conflict – airport/residential	1
Reduce intersections	1
Hwy 2 upgrades needed	1
Yield signs instead of stop signs	1
Unsupportive	1

Do you have any feedback on, or ideas to enhance Stormwater Management? Stormwater Management (shown in blue) - The Master Drainage Study for Trilogy Plains determined there are generally four drainage catchments for the ASP area. The development of Trilogy Plains will not impede the existing drainage of lands upstream of the ASP. Options for stormwater management include one pond or two ponds. Both scenarios adhere to the required release rate while allowing for upstream lands (from the north) to flow through.

Feedback	Frequency
Supportive	4
Drainage concerns in Air Ranch	2
Protect airport	2
More information needed	1
Land use conflict – airport/residential	1
Wet and dry pond	1
Safety concern	1
Environmental concern	1
Water supply concerns	1

QUESTION 9

Do you have any feedback on or questions regarding the water servicing for the area?

Feedback	Frequency
Water supply concerns	6
Air ranch is private utility	1
Protect airport	1
Land use conflict – airport/residential	1
More information needed	1

QUESTION 10

Do you have any feedback on or questions regarding the sanitary servicing for the area?

Feedback	Frequency
Water supply concerns	2
Air Ranch is private utility	1
Supportive	1
Protect airport	1
Land use conflict – airport/residential	1

QUESTION 11

Shown above are the proposed development phases for the ASP. Do you have any comments, questions or ideas related to the development phases?

Feedback	Frequency
Support Phase 1 only	2
Agriculture is important	1
Unsupportive	1
More information needed	1
Protect airport	4
Safety is important	1
Land use conflict – airport/residential	1
Maintain trees	1
East-west collector road important	1

Do you have any other comments, questions or ideas related to the Area Structure Plan?

Feedback	Frequency
Protect airport	5
Land use conflict – airport/residential	3
Supportive	1
Appreciate engagement	1
Engage adjacent residents	1
Congestion concerns	1
Low building heights	1
Not economical	1
Residential only	1
Safety concerns – airport	1
Dark sky policy?	1
Unsupportive	1
Reduce density	1
Avoid sprawl	1
Engagement is important	1

QUESTION 13

The information provided was clear and helps me understand the Trilogy Plains Area Structure Plan.

Feedback	Frequency
Strongly Agree	6
Agree	9
Somewhat Agree	5
Neither Agree nor Disagree	4
Disagree	2
Strongly Disagree	3

QUESTION 14

I have a strong understanding of the project process and next steps.

Feedback	Frequency
Strongly Agree	7
Agree	5
Somewhat Agree	7
Neither Agree nor Disagree	4
Disagree	4
Strongly Disagree	2

QUESTION 15

How did you hear about the virtual information session? Please select all that apply:

Feedback	Frequency
Newspaper Advertisement	3
Postcard	7
Outdoor Sign	2
Email From Condo Board	4
Word of Mouth	11
Project Website	1

QUESTION 16

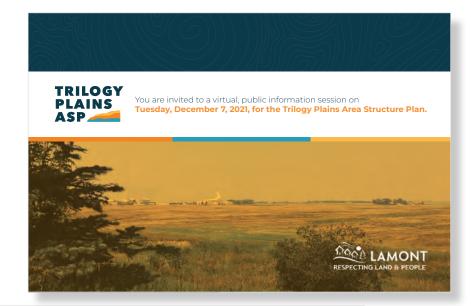
Please tell us about yourself. I am a(n):

Feedback	Frequency
Area Landowner	4
Adjacent Resident	10
Nearby Resident	9
Other	8
Prefer Not to Answer	1

APPENDIX B

Promotional Efforts

POSTCARD



Lamont Land is creating an Area Structure Plan (ASP) for 320 acres of land located directly north of Crystal Ridge Golf Club and the Air Ranch Airport. The ASP provides a framework for coordinated development in the area and includes a mix of residential, open space and employment areas.

Before the ASP is submitted to The Town of Okotoks, we want to hear from you. Join us for a virtual information session to learn more about the project, meet the team, ask questions, and provide feedback. This event is open to the public and free to attend. To register for the online session, visit: www.TrilogyPlainsASP.com



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

 Image: State of the state of

you are unable to attend, the session will be recorded and shared on he project website for future viewing. Following the event, a survey link ill be posted to the project website to invike further input. Input will be ummarized into a What We Heard report and shared publicly.

TEMPORARY OUTDOOR SIGNAGE





CONDO BOARD FLYERS

Lamont Land is creating an Area Structure Plan (ASP) for 320 acres of land located directly north of Crystal Ridge Golf Club and the Air Ranch Airport. The ASP provides a framework for coordinated development in the area and includes a mix of residential, open space and employment areas.

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www.TrilogyPlainsASP.com

- Tuesday, December 7, 2021, 7:00 8:30pm Visit www.TrilogyPlainsASP.com to RSVP

 - Contact us at bnaud@bapg.ca or 403-692-4364



TRILOGY PLAINS ASP

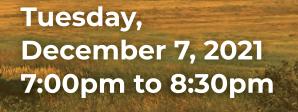
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NEWSPAPER ADVERTISEMENT



You're invited Virtual Public Information Session



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Register at: www.TrilogyPlainsASP.com





APPENDIX C

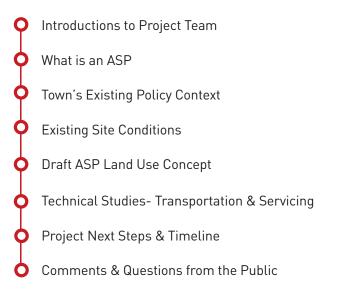
Virtual Information Session Presentation



Open House Agenda







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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

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.



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What is an ASP?

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

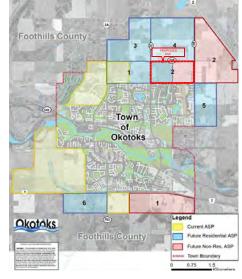
- Land uses proposed for the area
- Density of population proposed for the area
- General location of major transportation routes & public utilities
- Proposed sequencing of development
- Other matters as deemed necessary by approving authority

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

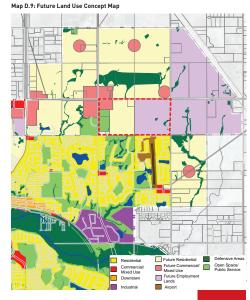


Town of Okotoks- Policy Context

- 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.

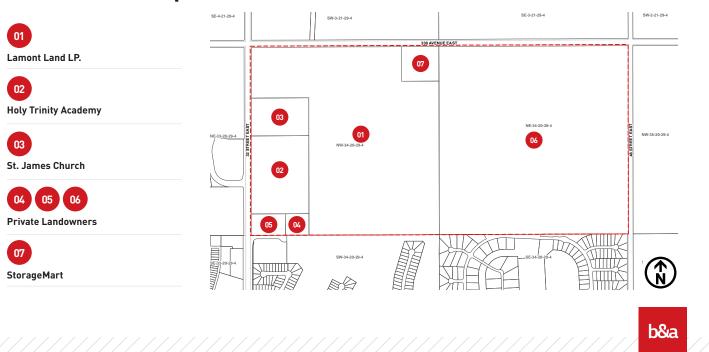


Map D.10: Area Structure Plan Sequence



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Land Ownership



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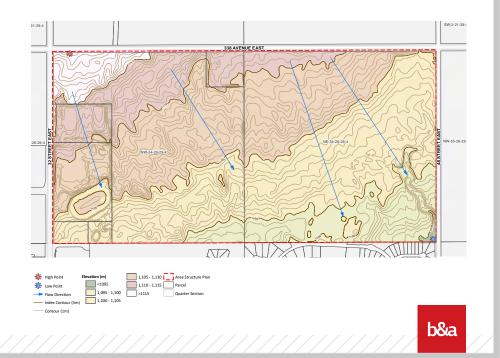
Existing & Adjacent Land Use

- 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.



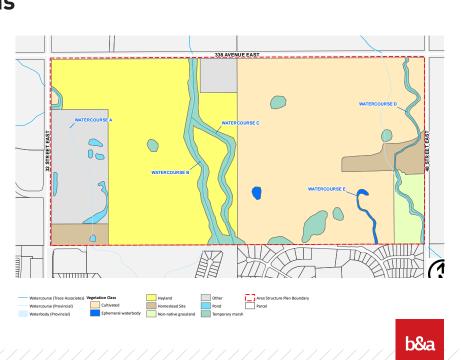
Topography

- 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 nonnative 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 are 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.

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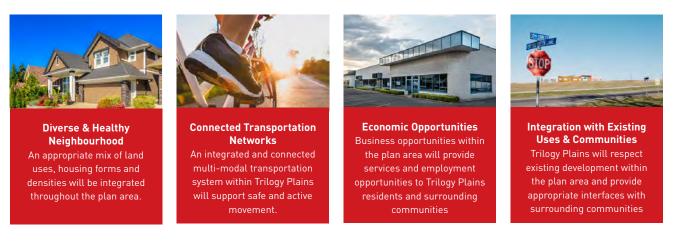
Existing Transportation Network

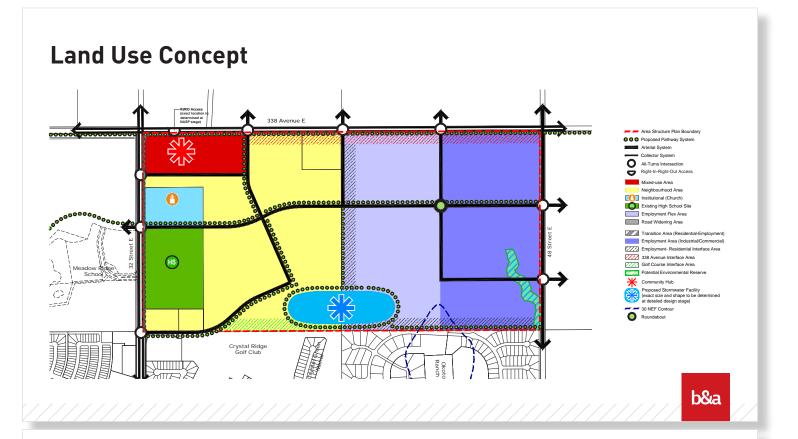
- 338 Avenue a major east-west connection through the north part of Town, connecting Highway 2 and Highway 2A. Future upgrades of 338 Ave to an 'arterial' road classification and future interchange at Highway 2.
- **32nd Street** an important north-south route through the Town. Future upgrade of 32nd 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.



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.





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%



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Neighbourhood Area

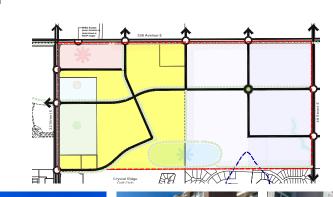
The Neighbourhood Area allows for a mix of residential uses of varying densities and forms, neighbourhood parks, and local streets.

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





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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:
 - o Community commercial uses
 - o Medium & high-density residential development
 - o 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 Com^munity Hub.



TRILOGY PLAINS ASP · PUBLIC ENGAGEMENT SUMMARY

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.



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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.



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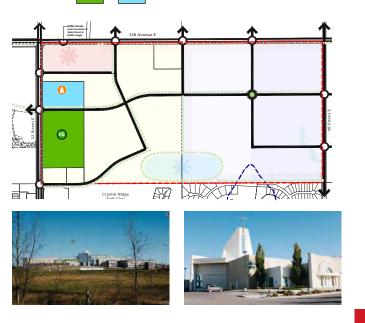


Existing School & Church Sites

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.

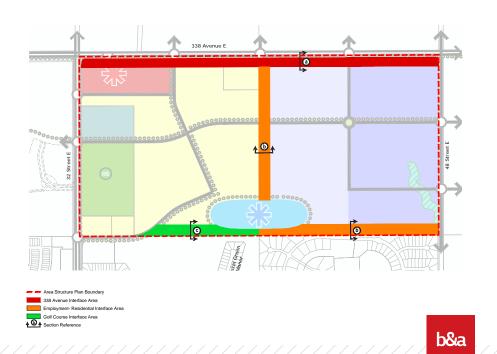
The east portion of the church site is currently being considered for redevelopment and potential residential uses. The details of the church site should be determined at the NASP and land use amendment stage.



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Interface Areas

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.



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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



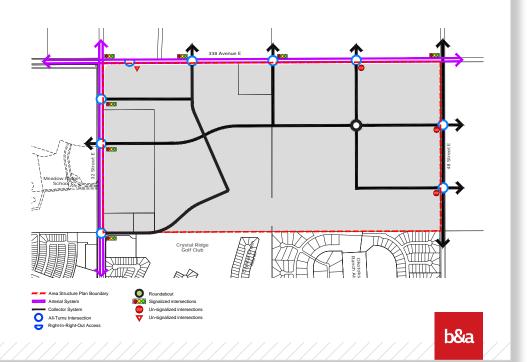
Open Space

- 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

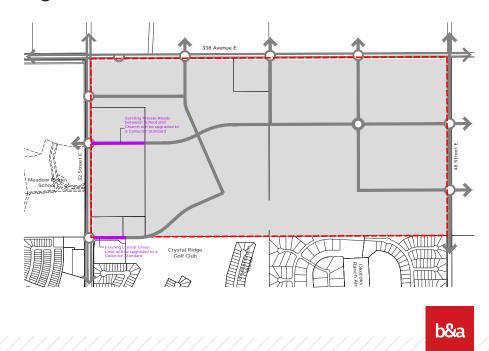
- The collector road network provides the framework for community circulation patterns and provides the main access and egress to the community.
- Local roads will be defined at the Neighbourhood Area Structure Plan stage and will be designed to connect and complement the collector road system.



Modification to Existing Roads

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

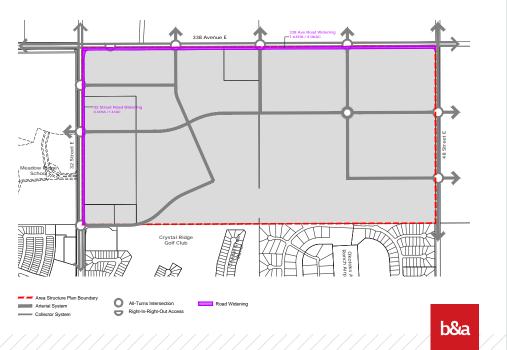
- An existing private road currently services the School and Church site and is shared between the two properties.
- An existing local road located on the southwest boundary of the Plan Area, identified as Crystal Green Lane.



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.



Area Structure Plan Boundary 48 St Ditch Overland to Air Ranch Culvert on Crystal Ridge Golf Course Church and High School Ditch



- 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.



Crystal Ridg Golf Club - Real

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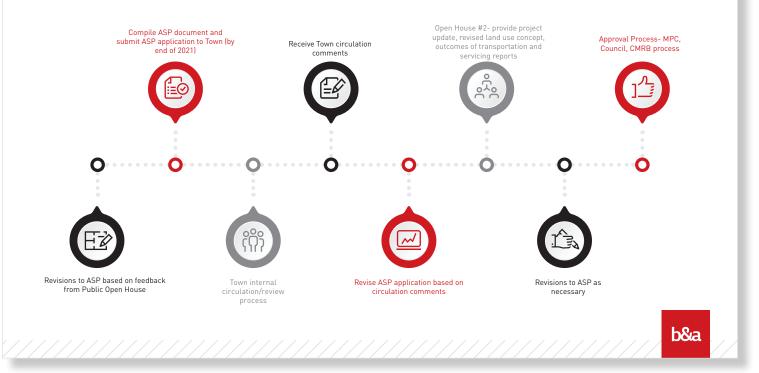
Phasing & Implementation of ASP

- 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.

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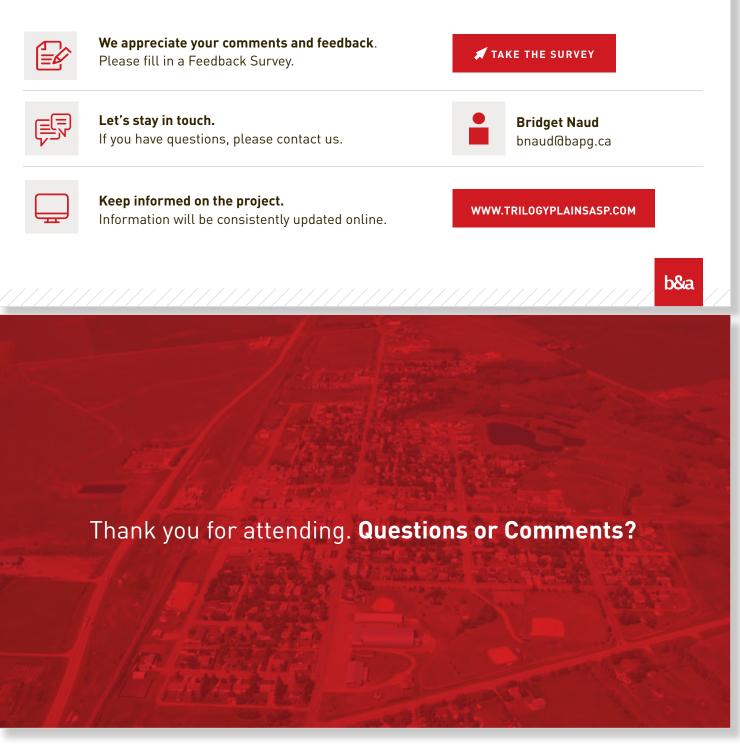


Next Steps & ASP Timeline



Tell Us What You Think!

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







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