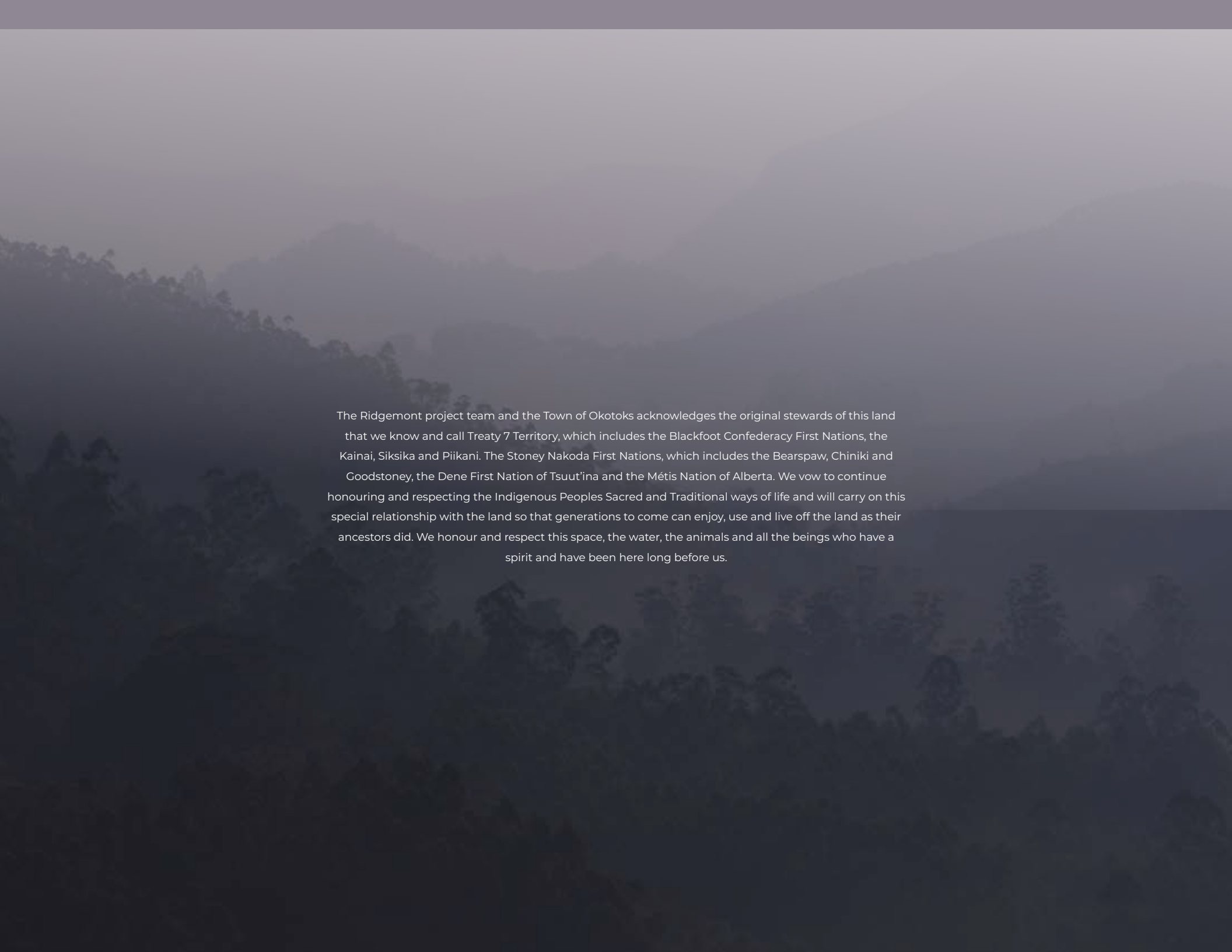


Ridgemont Neighbourhood Area Structure Plan

JUNE 2024

A photograph of a person running a dog on a leash up a grassy hill. The person is wearing a dark jacket and pants, and the dog is a light-colored breed. The background is a clear sky with some clouds. The image is used as a background for the title page.

RIDGEMONT



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



Ridgemont Neighbourhood Area Structure Plan

JUNE 2024

Submitted to: TOWN OF OKOTOKS

Submitted by: LAMONT LAND

Prepared by: B&A
600, 215 – 9th Avenue SW
Calgary, AB. T2P 1K3

In association: WATT CONSULTING GROUP
CIMA+
MAGNA ENGINEERING SERVICES
BASSETT ASSOCIATES LANDSCAPE ARCHITECTURE



Ridgemont Neighbourhood Area Structure Plan Summary

GUIDING PRINCIPLES



Diverse & Healthy
Neighbourhood



Connected
Transportation
Networks



Economic
Opportunities



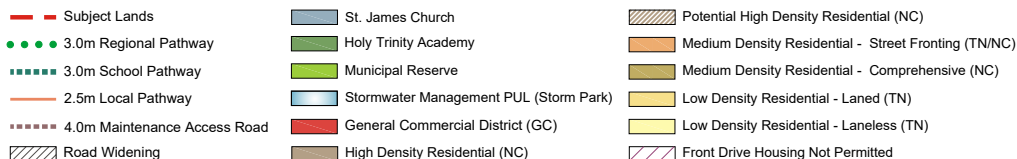
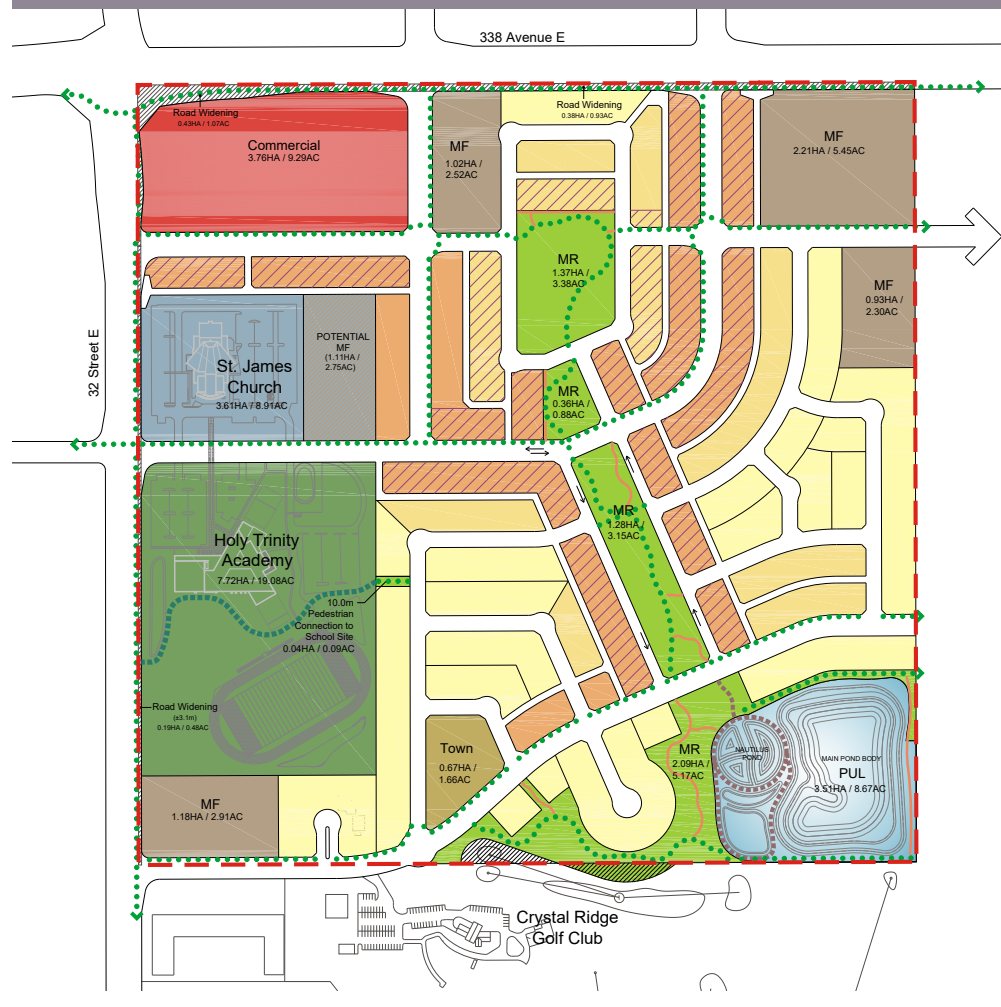
Integration with
Existing Uses &
Communities

The Ridgemont Neighbourhood Area Structure Plan (NASP) is located within a recognized growth corridor within the Town of Okotoks. It forms part of the approved Trilogy Plains ASP (Bylaw 08-23) and includes the existing St. James Church site, Holy Trinity Academy and three other privately owned parcels. The NASP sets forth Ridgemont's guiding principles, land use pattern, design elements, public engagement process and overall holistic approach to community development.

Ridgemont will provide a thoughtfully planned residential neighbourhood centred around a high quality open space, parks and amenities system, which includes an offset grid road network and access to a vibrant Neighbourhood Hub. The Ridgemont NASP establishes the framework for required infrastructure, innovative housing options, and direction for architectural design controls. The Ridgemont NASP details the vision for the plan area with respect to all aspects of this new community where people will live, work, shop and play.



Land Use Concept



Estimated
1400 to 1730 units
at full build out



Estimated density of
11.6 to 14.4 upa
at full build out



Estimated population of
4000 to 5000 people
at full build out



Approximately
170 jobs
created within commercial area



Approximately
8500 m² / 91,500 ft²
commercial / retail built area



Approximately
5.1 ha / 12.6 ac
of parks and open space



More than
6.5 km's
of regional & local pathways

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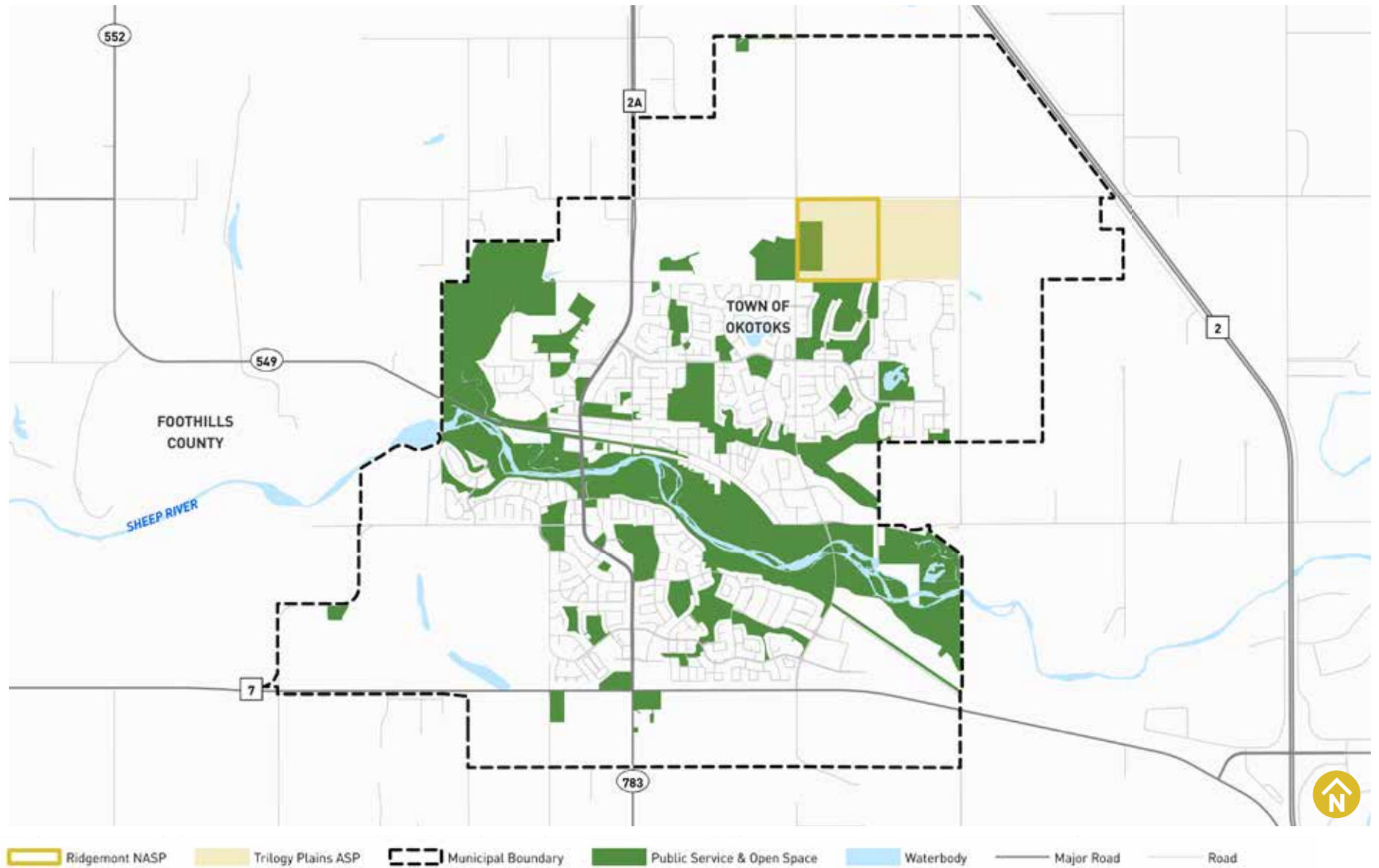


Section 1.0





FIGURE 1: LOCATION





Introduction

1.1 PURPOSE

The Ridgemont Neighbourhood Area Structure Plan (NASP) describes the land use concept and development policies to guide development of a new complete community in Okotoks.

This plan refines the policies and objectives found in higher-order statutory plans, such as the Municipal Development Plan and the Trilogy Plains Area Structure Plan at the neighbourhood level.

The plan area encompasses approximately 65 ha (160 ac) of land located south of 338 Ave E and east of 32 St E. The Ridgemont NASP is the western residential phase of development within the Trilogy Plains Area Structure Plan (Bylaw 08-23). The Trilogy Plains ASP received full approval from the Town of Okotoks Council on June 26, 2023.





1.2 POLICY FRAMEWORK

Ridgemont 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. Ridgemont was designed as a 'complete community' in alignment with this framework. According to the Town of Okotoks MDP, a 'complete community' is a community where all the basic needs of a wide range of residents are accommodated within walking distance of most dwelling units; a complete community will generally include, at a minimum, several types of housing and a neighbourhood hub.

A Policy Alignment Summary has been prepared and is attached under separate cover. It details this NASP's alignment with key objectives and policies within key policy documents and Master Plans listed here:

Statutory Plans:

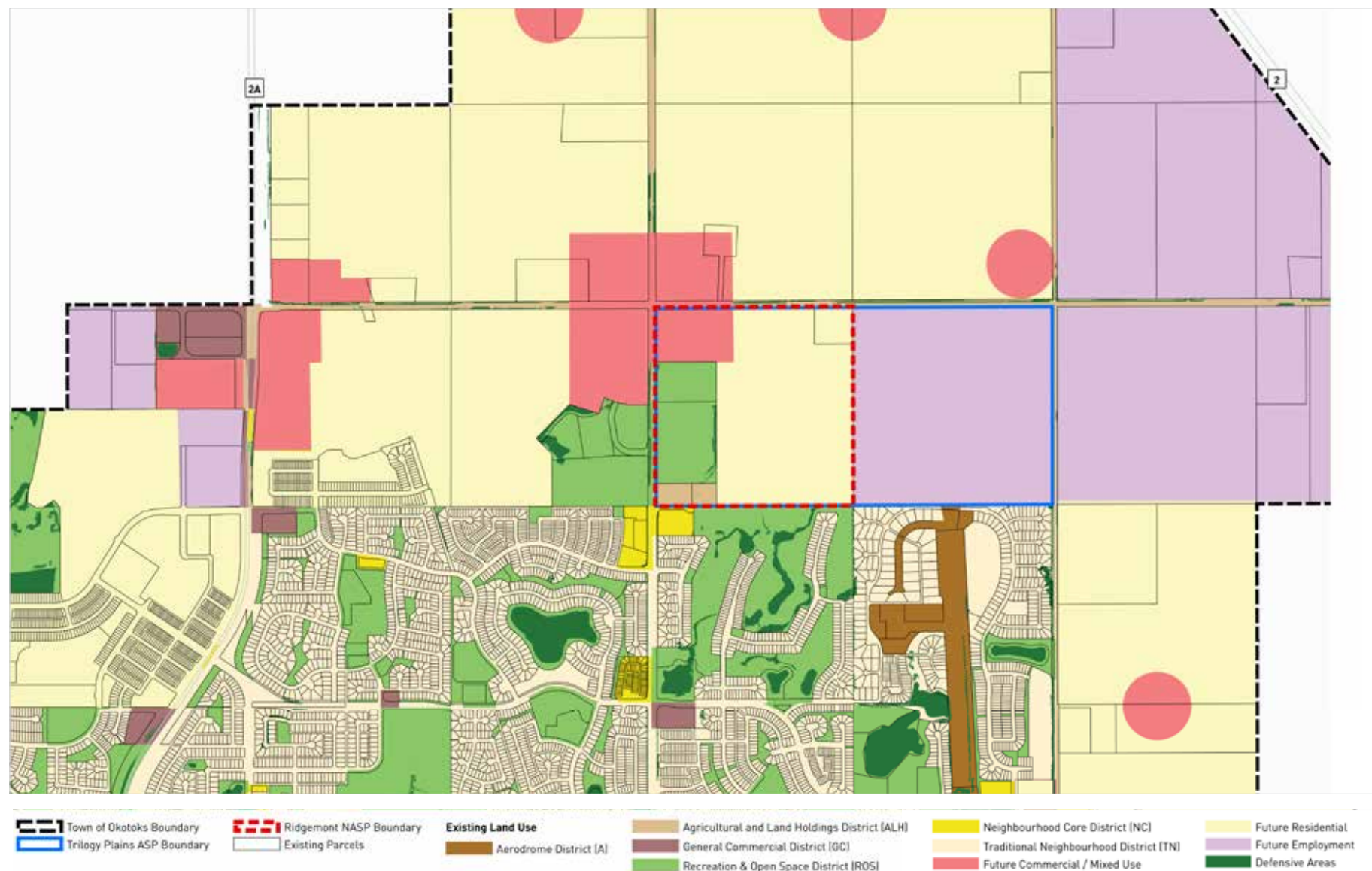
South Saskatchewan Regional Plan (2014)
Calgary Metropolitan Region, Growth Plan (2022)
Town of Okotoks Municipal District of Foothills Intermunicipal Development Plan (2016)
Town of Okotoks Municipal Development Plan (MDP) (2021)
Trilogy Plains Area Structure Plan (ASP) (2023)

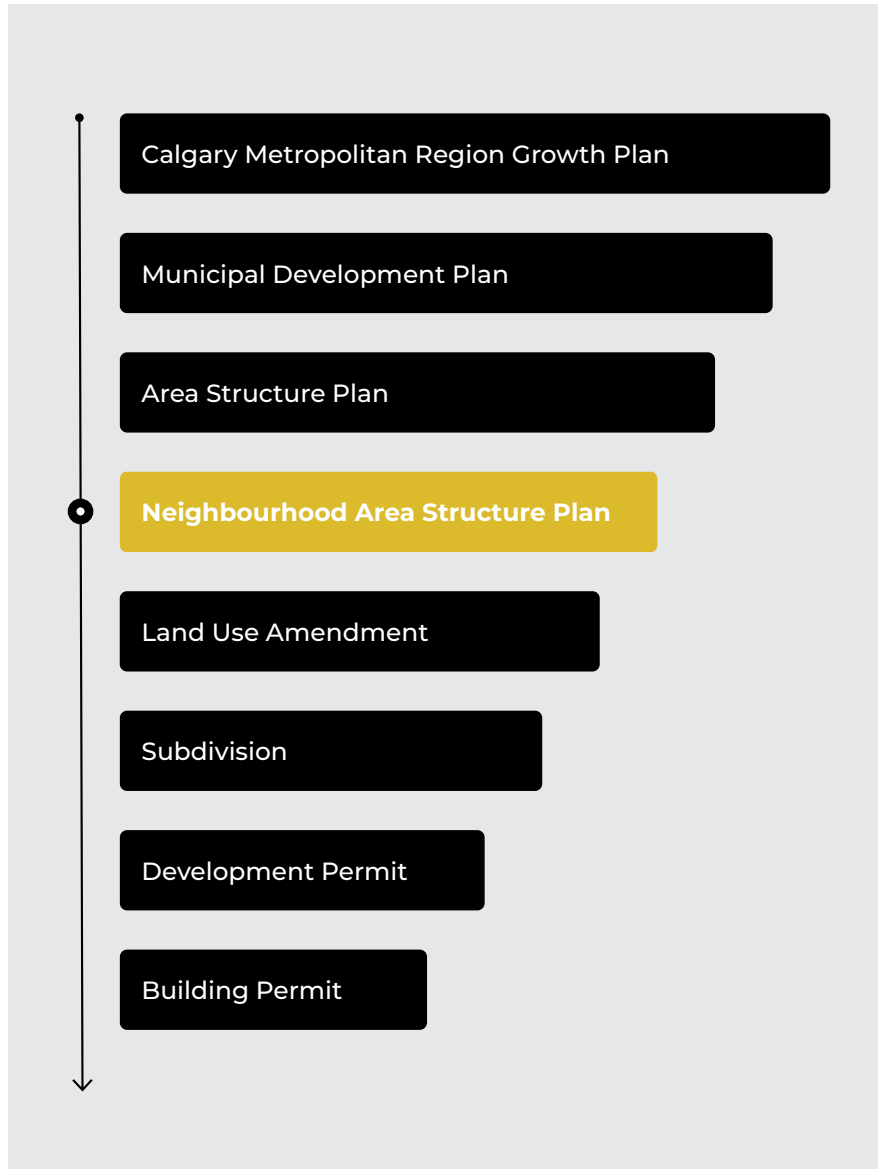
Non-Statutory Plans:

Active Transportation Strategy (2015)
Affordable Housing Strategy (2020)
Climate Action Plan (2021)
Culture, Heritage and Arts Master Plan (2018)
Environmental Master Plan (2018)
Housing Needs Assessment (2019)
Local Transit Plan (2019)
Natural Asset Inventory (2020)
Recreation, Parks and Leisure Master Plan (2023)
Social Wellness Framework (2010)



FIGURE 2: POLICY CONTEXT

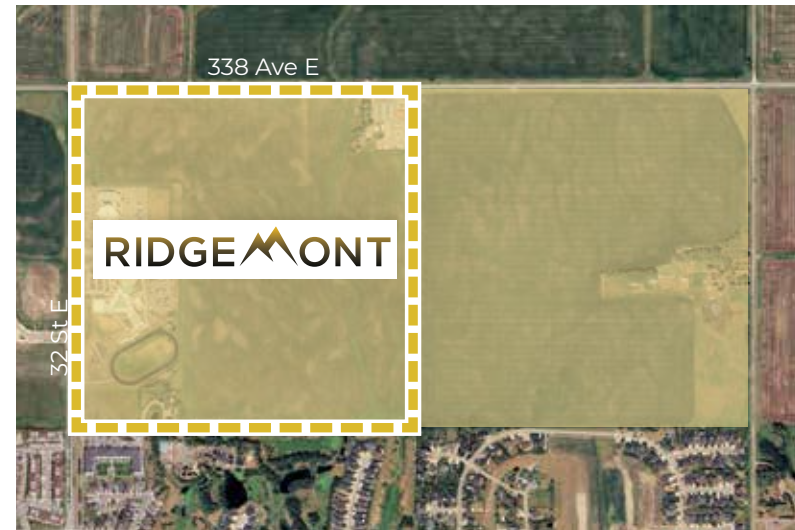




1.3 NASP POLICY INTERPRETATION

The Ridgemont Neighbourhood Area Structure Plan (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 65 ha (160 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.



 Ridgemont NASP

 Trilogy Plains ASP



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

1. NASP 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.

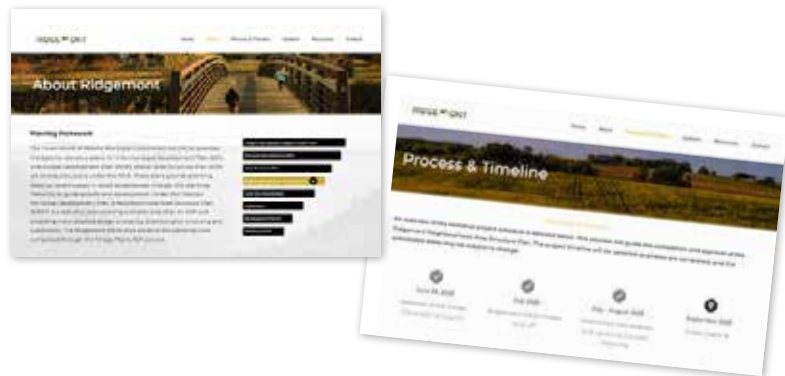


1.4 PUBLIC ENGAGEMENT

To facilitate community knowledge and engagement opportunities during the development of the Ridgemont NASP, several communications and engagement initiatives were implemented throughout its drafting and design.

Preliminary Town, Landowner and Stakeholder 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, two visioning sessions, and meetings with plan area landowners and other key stakeholders.



Project Website:

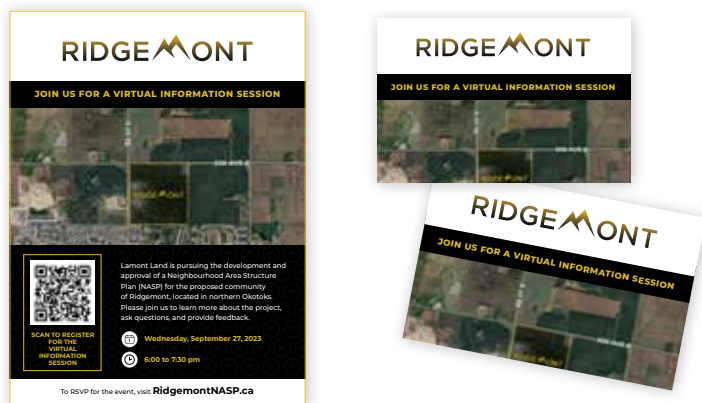
To start the public engagement process, a project website was launched in the Summer of 2023. The website was created to provide information about the purpose and process of a Neighbourhood Area Structure Plan, and the history and site conditions of the plan area. It served as a consistent information source with additional details, resources, and updates added as they became available over the duration of the project.

A feedback page also provided the opportunity for the public to ask questions or provide input on the Ridgemont NASP at any time.

Public Event #1 | Virtual Information Session:

Before the finalization of the land use concept and development of the NASP and technical studies, an information session was held on September 27, 2023. The event was promoted through the project website, an e-mail to registered stakeholders (from the Trilogy Plains ASP process), a postcard mailed to adjacent neighbours, a sign posted on the subject lands, and an ad posted in the local newspaper the Western Wheel.

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 Neighbourhood Hub, the housing mix, and the transportation network. A question-and-answer



period allowed attendees to post their comments and questions for a response from the project team and 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 late October 2023.

Public Circulation:

Following submission of the draft NASP to the Town of Okotoks in December 2023, 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 January and February 2024. No comments were received from the public.

Public Event #2 | Open House:

Following updates to the NASP as a result of the circulation comments received, and prior to finalization of an updated resubmission, a public open house was held on Wednesday, June 5, 2024. The event was promoted through the project website, an e-mail to registered stakeholders, a postcard mailed to adjacent neighbours, a sign posted on the subject lands, and an ad posted in the local newspaper the Western Wheel.

The open house was an in-person drop-in format for two hours where information about the project was posted on boards, and members of the project team and Town of Okotoks were available to answer questions. A feedback form was also available for written submissions during the event.

Following the open house, the boards were posted to the project website. A link to an online survey was also posted to the project website for two weeks following the event to allow additional feedback, and gather feedback from those unable to attend the event in person. A What We Heard Report was posted to the project website following the event.





Section 2.0



Plan Area Existing Conditions

2.1 LOCATION & OWNERSHIP

Ridgemont is located in the north of the Town of Okotoks, south of 338 Ave E and east of 32 St E, and was included in the lands annexed into the Town in July 2017. It is comprised of approximately 65 ha (160 ac) and is legally described as the NW quarter of Section 34 Township 20 Range 29 West of the 4th Meridian (NW 34-20-29-W4M). It is immediately north of the existing community of Crystal Green, northeast of Crystal Shores, and northwest of Okotoks Air Ranch and Ranchers' Rise. The lands immediately west and north are future residential development areas, and to the east is a future employment area (which was included in the Trilogy Plains ASP).

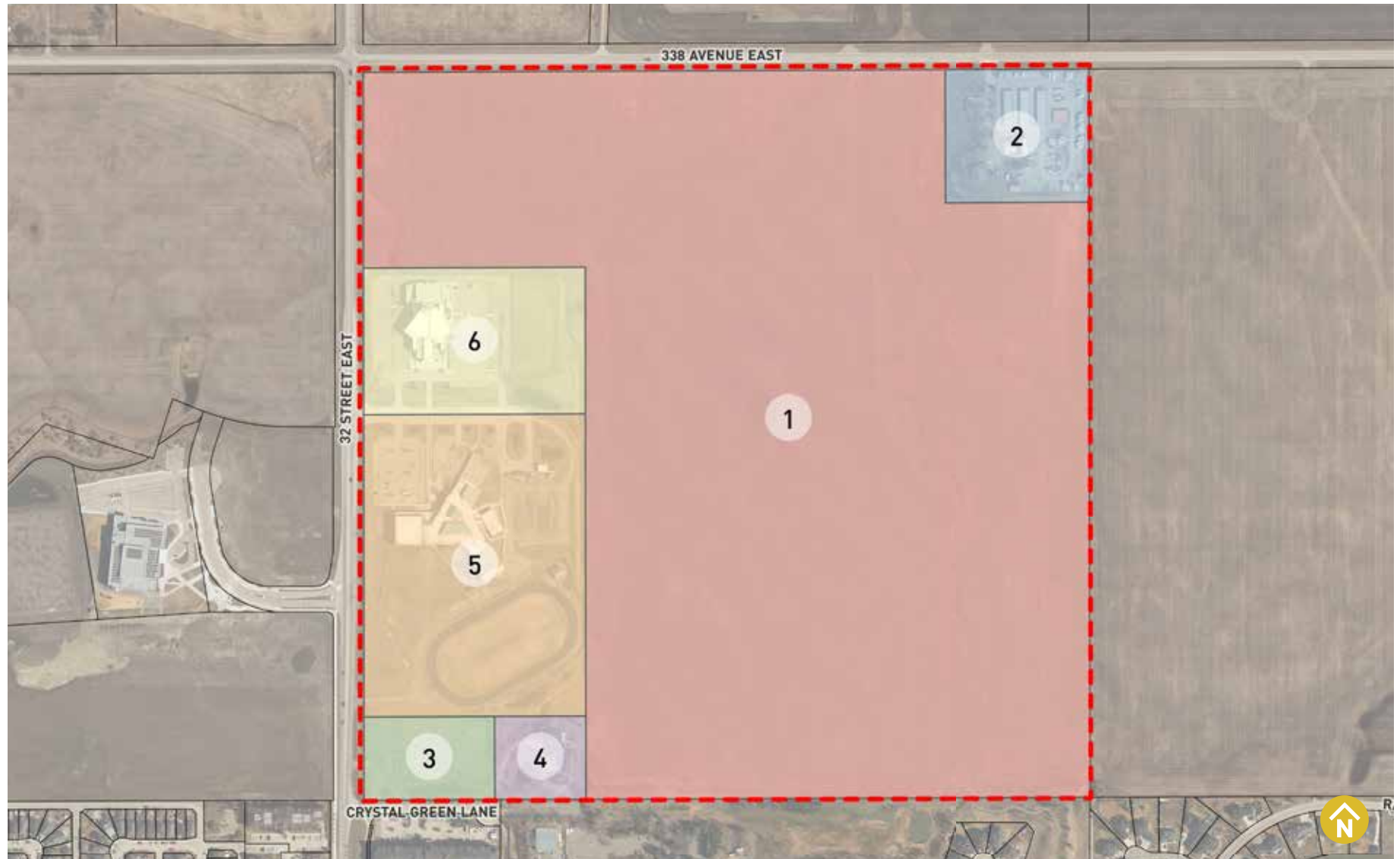
TABLE 1: EXISTING OWNERSHIP

#	Legal Description	Title No.	Ownership	Ha	Ac	%
1	NW 34, 20,29, W4M	191 029 986	Hawks Landing GP Ltd	47.23	116.71	74.0 %
2	Plan 0212397, Block 2, Lot 1	101 107 702 +8	Instorage Inc.	2.33	5.77	3.7 %
3	Plan 0714709, Block 1, Lot 1 & Lot 2	071 481 464	Private Landowner	1.31	3.24	2.0%
4	Plan 0714709, Block 1, Lot 1 & Lot 2	071 481 464 +1	Private Landowner	0.92	2.27	1.4%
5	PLAN 0413364, BLOCK 1, LOT 1	041 408 068	The Board of Trustees of Christ the Redeemer Catholic Separate School Division	8.10	20.01	12.7 %
6	Plan 0512700, Block 2, Lot 1	051 396 891	Roman Catholic Bishop of the Diocese of Calgary	3.93	9.71	6.2 %
Total Area				63.82	157.71	100%

Note: The areas listed in the table above are all based on the spatial data, which differs minorly from the areas specified on title. The school site, church site and southwest private site areas do not include the additional ~5m road widening area that was taken along 32 St E.



FIGURE 3: LAND OWNERSHIP



As demonstrated in **Figure 3: Land Ownership**, the Ridgemont NASP:

Is legally described as NW 34-20-29-W4M.

Contains a total plan area of 64.85 ha (160.25 ac).

Is made up of six (6) existing parcels and five (5) landowners.

The largest parcel is 48.02 ha / 118.78 ac and is owned by Hawks Landing GP Ltd.

Is bordered by 338 Ave E to the north and 32 St E to the east.

Is contained within the Trilogy Plains Area Structure Plan.



View of St. James Church looking West

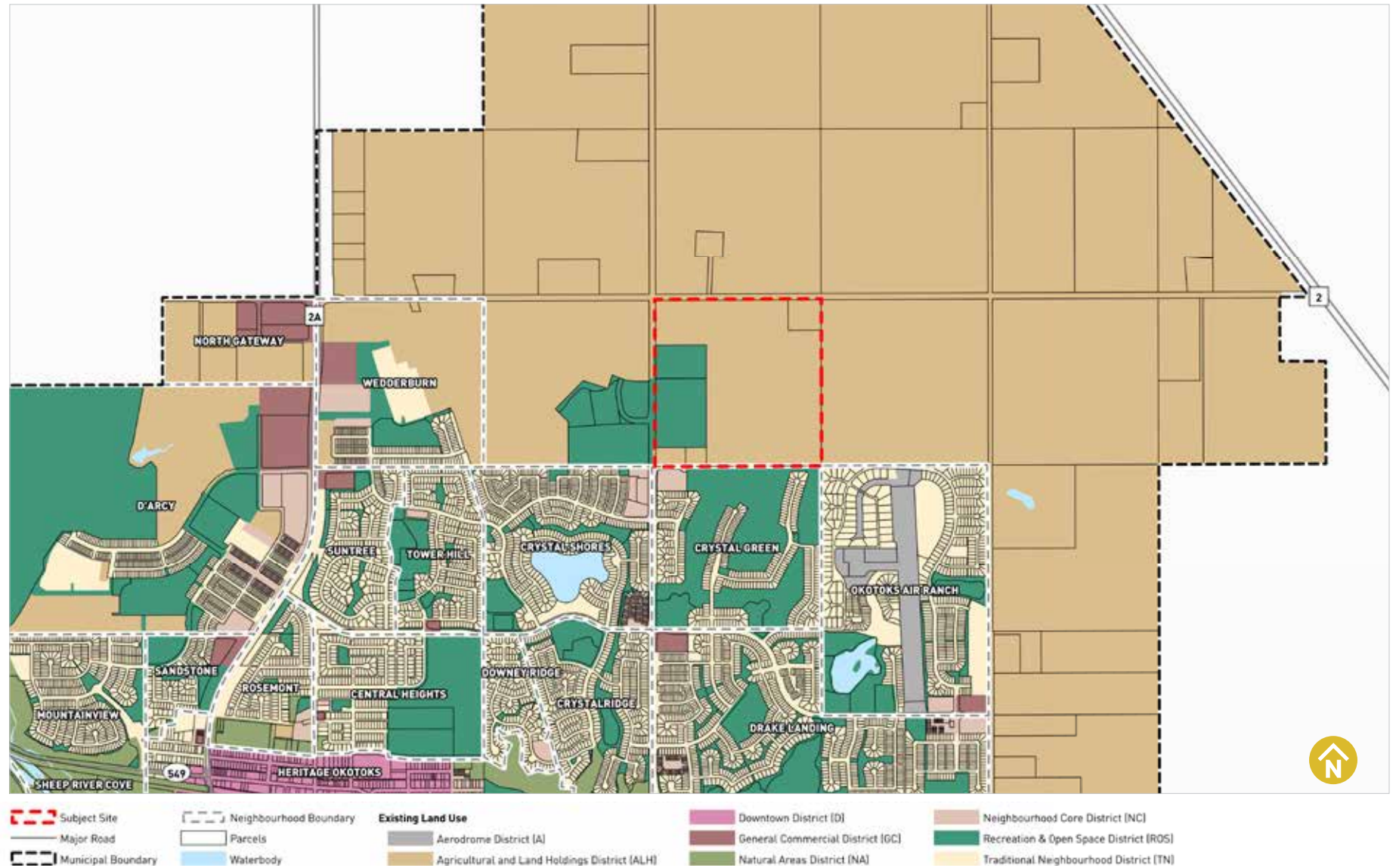
2.2 SURROUNDING LAND USES

Lands within the Ridgemont NASP are currently identified in the Okotoks MDP future land use concept map (**Figure 2**) as 'Future Residential' and 'Future Commercial' on parcels 1-4 as identified in **Figure 3**, and 'Open Space / Public Service' where the school and church are located. The future residential and commercial lands are currently zoned 'Agriculture and Land Holdings District (ALH)' as per Okotoks Land Use Bylaw 17-21 and demonstrated in **Figure 4: Existing and Adjacent Land Uses**. The purpose of the Agriculture and Land Holdings District is to “*continue to support rural agricultural activities prior to transitioning to urban style development*”. The lands to the west, north, and east are also predominantly undeveloped and zoned Agricultural Land Holdings District and will support a mix of future residential, commercial, and employment uses

The existing developed communities to the south, include a mix of Traditional Neighbourhood District (TN), Neighbourhood Core District (NC), and Recreation and Open Space District (ROS) and are primarily comprised of single detached residences. The Ridgemont land use concept has been designed to include a similar mix of Traditional Neighbourhood District (TN), Neighbourhood Core District (NC), General Commercial District (GC), and Recreation and Open Space District (ROS). Within these land uses will be a mix of housing types with complementary neighbourhood scale commercial, parks, and pathways.



FIGURE 4: EXISTING & ADJACENT LAND USES



2.3 EXISTING SITE CONDITIONS AND BACKGROUND STUDIES

2.3.1 EXISTING CONDITIONS

As demonstrated by **Figure 5: Existing Conditions**, the plan area consists of largely cultivated lands, along with previously developed sites. There are two existing residences, one located in the southwest corner accessed from Crystal Green Lane and a second located in the northeast corner accessed from 338 Ave E, which also contains an operating storage facility - StorageMart. The plan area also includes the Holy Trinity Academy High School and St. James Church on the central western edge with access from 32 St E.



The elevations are generally highest in the north and lowest in the south, with a gradual slope between the two. The elevations range from 1118 meters at the high point of the site on the northwestern edge and down to 1110 meters at the low point in the southeast. The natural slope of the land is towards the southeast where the future Storm Park will be located.

2.3.2 BIOPHYSICAL OVERVIEW

A Biophysical Overview was completed by Trace & Associates in July 2021 in support of the Trilogy Plains ASP. There are multiple ponds located on the school, church, and privately owned lands on the western side of the site. In addition, one (1) small ephemeral waterbody was identified in the centre of the subject site. *“Ephemeral water bodies are areas where surface water collects but is not persistent long enough for wetland characteristics to develop.”* Based on the field review, the vegetation was not such that the ephemeral waterbody could be considered a wetland based on the Alberta Wetland Identification and Delineation Directive.

In addition, three (3) small ephemeral watercourses were identified, including two on the eastern side of the subject site and one running through the church and school sites on the western side of the subject site. *“An Ephemeral Watercourse is a watercourse that flows briefly in direct response to precipitation; these channels are always above the water table”* Some Environmentally Significant Areas were identified within the Trilogy Plains ASP area, but none extended into the Ridgemont lands.

The general location of these features is identified in **Figure 5: Existing Conditions**.



FIGURE 5: EXISTING CONDITIONS





2.3.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment (ESA) was conducted by Trace & Associates in May 2021, for the Trilogy Plains ASP. The purpose of the study was to identify potential past or present environmental threats or impacts on or to the subject property that may warrant further environmental assessment. The Phase 1 ESA reviewed the historical and current development and uses on the subject site and identified no specific environmental concerns. The Phase 1 ESA concluded that no further environmental study (ie. a Phase 2 ESA) was warranted on the Ridgemont lands.

2.3.4 GEOTECHNICAL EVALUATION

A Geotechnical Report was completed on the subject property by Watt in May 2021 to evaluate the subsurface soil conditions within the proposed development area and to provide geotechnical recommendations regarding the design and construction of the proposed residential development. The study area for this geotechnical evaluation was specifically the Ridgemont lands on NW 34-20-29-W4M. The geology for the site can be described as “*relatively uniform and comprised of Lochend Drift glacial clay till underlain by Porcupine Hills formation bedrock*”.

As a part of this study, Watt utilized survey data to model and analyze sixteen (16) borehole locations. The findings of the report indicate that the subsurface ground conditions of the project site are comprised of silty clay and sandy silt soils, which are considered to be generally suitable for the proposed development. Groundwater was recorded at greater depth and is not considered to be of concern for the proposed development; however, groundwater levels may be impacted by the site development, and adequate stormwater management measures should be applied to prevent an increase in groundwater levels over time.



View from St. James Church Site looking East

2.3.5 HISTORICAL RESOURCES OVERVIEW

A Historical Resources Overview (HRO) was completed by Bison Historical Services Ltd in May 2021 for the Trilogy Plains ASP lands. The proposed development will have an approximate land surface impact of 64.85 ha (160.25 ac). No historical resource sites, recorded archaeological sites, or Historic Structures were identified within the Ridgemont plan area. The Trilogy Ranch quarter section was granted Historical Resources Act approval in June 2021, and no further work is recommended.

2.3.6 COMMERCIAL OPPORTUNITY ASSESSMENT

A Commercial Opportunity Assessment was completed in June 2021 by Hume Consulting Corporation in support of the Trilogy Plains ASP. Hume Consulting undertook the role of analyzing the commercial potential of the northwestern corner of the Ridgemont Community. This analysis found that the northwest commercial site was well suited to provide local and regional access which are vital characteristics for the success of a commercial site. The study found that the local population from within the new community of Ridgemont would produce a moderate demand for limited commercial operators. Another key success factor is the level of frontage on both 338 Ave E and 32 St E, which provides highly visible commercial spaces for passing traffic.

As demonstrated in the land use concept, and further detailed in **Section 3.6**, the commercial site is located on the northwest corner of the plan area and is intended to support the daily needs of both Ridgemont residents and the surrounding area.



View of St. James Church looking North



View along 338 Ave E looking West



View from 338 Ave E looking South



View of existing Road between St. James Church and Holy Trinity Academy looking West



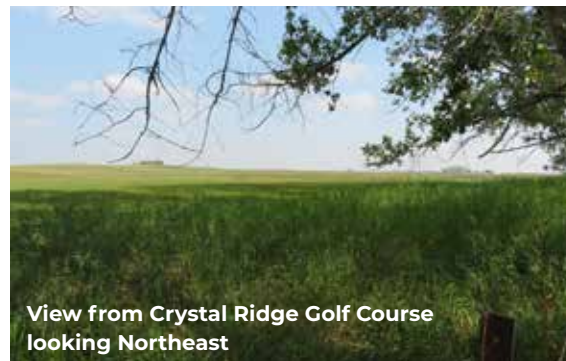
View from Crystal Ridge Golf Course looking North



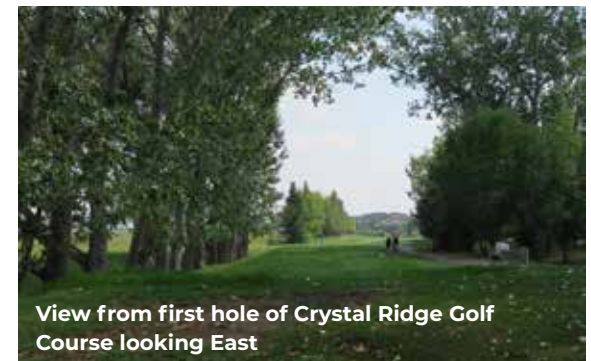
View from St. James Church Site looking Northeast



View of Holy Trinity Academy looking South



View from Crystal Ridge Golf Course looking Northeast



View from first hole of Crystal Ridge Golf Course looking East



Section 3.0



Ridgemont Neighbourhood Area Structure Plan

3.1 NEIGHBOURHOOD AREA STRUCTURE PLAN

The Ridgemont Neighbourhood Area Structure Plan (NASP) is a detailed plan for a residential community in Northeast Okotoks centered around an extensive linear park system with a connected pathway network and offset grid road system and access to a vibrant Neighbourhood Hub. The NASP will detail the vision for the plan area with respect to all aspects of this new community where people will live, work, shop, and play.





3.2 VISION

Positioned on the northern edge of Okotoks, Ridgemont is a place where the past meets the present, and where the beauty of rolling hills and mountain vistas serve as a daily backdrop. Ridgemont is a thoughtfully planned, mixed-use community that combines an extensive range of elements, which focus on social, economic, and environmental sustainability.

The name Ridgemont is derived from the ridge south of the community and the ample Rocky Mountain views looking west. Ridgemont blends the feeling of being near the mountains while providing the convenience of urban living. The neighbourhood name was selected to celebrate this balance as it plays with the idea of where urban meets rural and where natural vistas and topography contribute to the spirit of the community. Ridgemont is a strong community name, which provides a distinct sense of place, and one which residents can be proud of.

Located south of 338 Ave E and east of 32 St E, Ridgemont is envisioned as a complete community that will anchor the north end of the Town of Okotoks with a range of residential options all serviced by a commercial centre. Ridgemont will be a vibrant community for all ages and lifestyles, connected by an extensive pathway network that is centered around an extensive park system. Ridgemont will connect the existing landowners and adjacent neighbourhoods to ensure a strong community connection and build upon the current sense of place and appreciation for the land.

A variety of commercial and retail services will be provided and have been strategically located adjacent to 338 Ave E and 32 St E. A range of residential housing options will be offered, including single-family residential dwellings, semi-detached dwellings, row housing, comprehensive townhomes, and multi-family developments. The housing types have been distributed throughout the community to provide pockets of activity and distinctive streetscapes. This variety of housing will support a range of demographic and lifestyle needs.

The warped grid road network, paired with extensive on and off-street pathway systems, will provide area residents convenient access to a variety of destinations throughout the neighbourhood as well as to existing and future adjacent communities. Ridgemont's community design will be guided by the Okotoks Municipal Development Plan and Trilogy Plains Area Structure Plan, with additional guidance from several Okotoks Master Plans.



FIGURE 6: ILLUSTRATED CONCEPT



*This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.



3.3 GUIDING PRINCIPLES & DESIGN ELEMENTS



Diverse & Healthy Neighbourhood

An appropriate mix of land uses, housing forms, and densities will be integrated throughout Ridgemont. The Neighbourhood Hub and connected green spaces will provide walkable destinations for community interaction, and promote a healthy and inclusive community.

- 1 A range of housing options throughout the plan area to support affordability by providing housing options to a variety of lifestyles and demographics.
- 2 Pockets of comprehensively planned multi-family residential to create nodes of activity.
- 3 Medium and high density development framing the collector road network to create a continuous streetscape contributing to the sense of place.
- 4 A naturalized stormwater collection and retention system that creates new habitats and creates a desirable community and regional destination.
- 5 A variety of programming options in the parks across the plan area to support use by all ages and abilities.



Connected Transportation Networks

An integrated and connected multi-modal transportation network within the Ridgemont neighbourhood will support safe and active movement for all ages and abilities, including thoughtful connections to existing amenities and adjacent communities.

- 6 The uniquely connected park system creates a distinct community heart while also connecting into an extensive regional and local pathway and sidewalk network.
- 7 Multiple access points into Ridgemont from with west, north, and south to facilitate connection to surrounding communities.
- 8 Private road to be integrated into community design, with the added benefit of traffic reduction through additional access points.
- 9 Pathway connection to the existing school site to encourage mobility choices such as walking, cycling, or using other mobility devices over vehicle transport.



Economic Opportunities

An array of business opportunities within Ridgemont will provide services and employment opportunities to residents and visitors from surrounding communities, supporting the vision of a prosperous and thriving Okotoks economy.

- 10** A Neighbourhood Hub located at the gateway into the community will provide services and employment to residents and visitors.
- 11** Opportunity for neighbourhood scale commercial, business, or community activities in the northwest commercial centre.
- 12** Multiple connection points to the future development lands to the east that will support employment-style development and potential residential development.



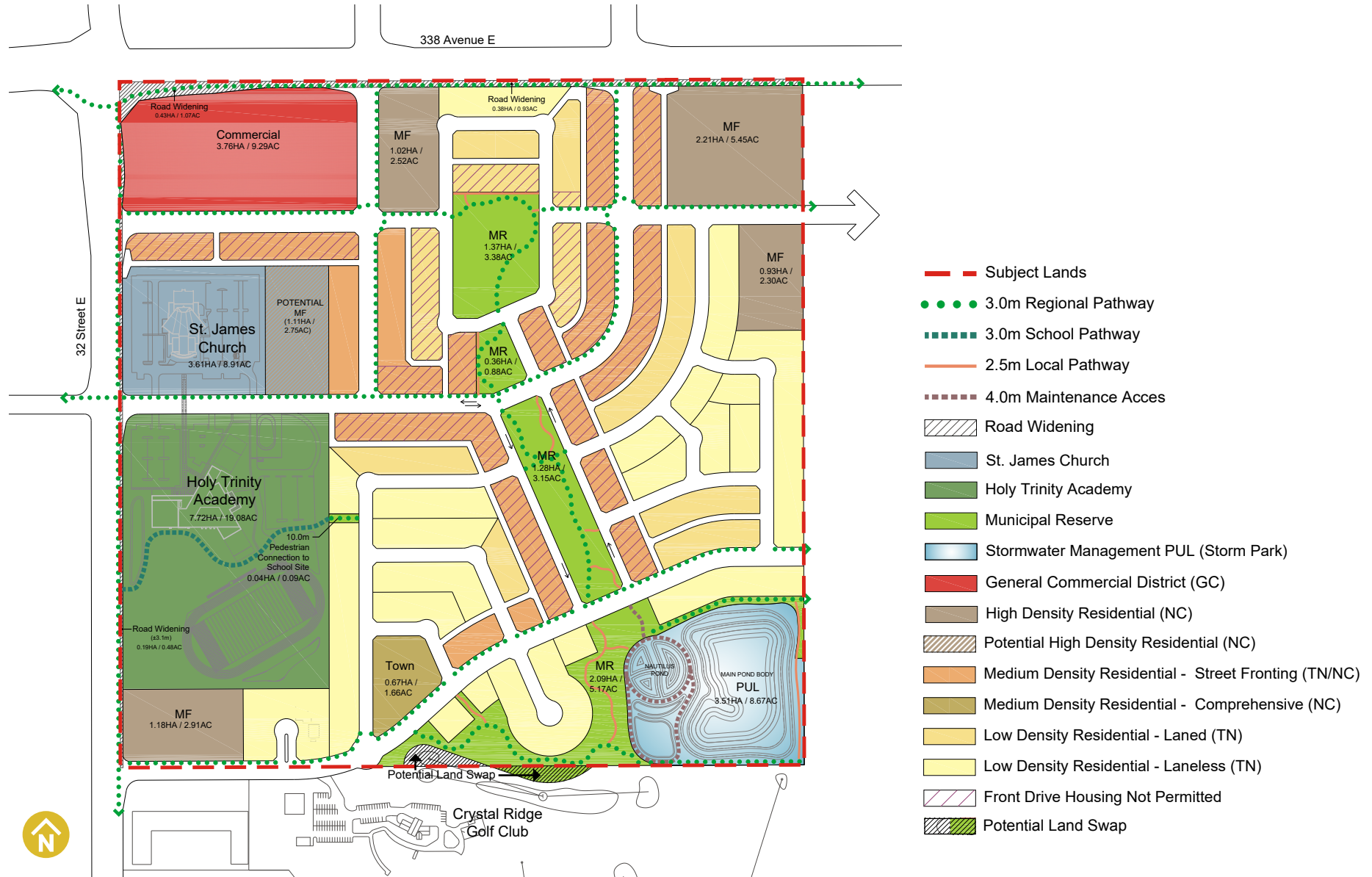
Integration with Existing Uses & Communities

Ridgemont will respect and complement existing development within the plan area boundary, including Holy Trinity Academy and St. James Church. Appropriate and attractive interfaces with surrounding communities and road networks will ensure Ridgemont is integrated within the local context.

- 13** Crystal Green Lane will remain in the same location and will contain a contextual transition to existing neighbourhoods.
- 14** Pathway connectivity to adjacent community networks and open spaces.
- 15** The existing School and Church sites will be integrated into the plan area as points of opportunity to increase connectivity with the new residential areas.



FIGURE 7: RIDGEMONT NASP LAND USE CONCEPT



3.4 LAND USE STATISTICS

The NASP Statistics detailed in **Table 2** represent a breakdown of the land use distribution within Ridgemont.

Table 2: NASP Statistics

		Hectares	Acres	% of GDA	Land Use *
	Total Plan Area	63.82	157.71		
	Existing Development	10.21	25.24	-	
	St. James Church (Church Site)	2.49	6.16	-	ROS
	Holy Trinity Academy	7.72	19.08	-	ROS
	Gross Developable Area (GDA)	53.61	132.47	100.0%	
	Residential	27.78	68.64	51.8%	
	Low Density Residential – Laneless	9.28	22.93	17.3%	TN
	Low Density Residential – Laned	4.38	10.82	8.2%	TN
	Medium Density Residential - Street Fronting	7.00	17.30	13.1%	TN / NC
	Medium Density Residential - Comprehensive	0.67	1.66	1.3%	NC
	High Density Residential	5.33	13.18	9.9%	NC
	St. James Church (Potential High Density Residential)	1.11	2.75	2.1%	NC
	Employment	3.76	9.29	7.0%	
	Commercial	3.76	9.29	7.0%	GC
	Parks and Open Space	5.13	12.67	9.6%	
	Municipal Reserve	5.13	12.67	9.6%	ROS
	Roads & Utilities	16.94	41.87	31.6%	
	Stormwater Pond (PUL)	3.51	8.67	6.5%	ROS
	338 Ave E and 32 St E Road Widening	1.00	2.48	1.9%	-
	Internal Roads	12.43	30.72	23.2%	-

* The Land Use Districts in the table above are the most likely land use districts that will be utilized in the future land use amendment applications.



3.5 RESIDENTIAL AREAS

The Ridgemont NASP is primarily a residential community. It will include a range of housing options to appeal to a variety of income levels, household types, and demographics. **Table 3** below outlines the breakdown of residential housing throughout the plan area. With a mix of land uses and associated housing forms, Ridgemont is expected to exceed the MDP target of providing at least 40% of the total proposed housing as units other than single detached, to meet the need for housing choice and affordability.

TABLE 3: RESIDENTIAL STATISTICS

		Ha	Ac	Units	% of Units	People ¹
	Total Plan Area	63.82	157.71			
	Existing Development	13.97	34.53			
	St. James Church (Church Site)	2.49	6.16			
	Holy Trinity Academy	7.72	19.08			
	Commercial	3.76	9.29			
	338 Ave E and 32 St E Road Widening	1.00	2.48			
	Gross Developable Residential Area (GDRA)	48.85	120.70			
	Residential	27.78	68.64			
	Low Density Residential – Laneless ²	9.28	22.93	250	14.4 - 17.8%	724
	Low Density Residential – Laned ³	4.38	10.82	158	9.1 - 11.3%	460
	Medium Density Residential - Street Fronting ⁴	7.00	17.30	321	18.5 - 22.9%	930
	Medium Density Residential - Comprehensive ⁵	0.67	1.66	33 - 50	2.4 - 2.9%	96 - 144
	High Density Residential ⁶	5.33	13.18	527 - 791	37.7 - 45.6%	1,529 - 2,293
	St. James Church (Potential High Density Res.) ⁷	1.11	2.75	110 - 165	7.9 - 9.5%	319 - 479
	Total			1,399 - 1,734	100%	4,057 - 5,029

¹ Assuming 2.9 people per unit for all housing types

² Assuming ~10.4m wide lots

³ Assuming ~8.5 m wide lots

⁴ Assuming ~6.7 m wide lots

⁵ Assuming 20 - 30 UPA

⁶ Assuming 40 - 60 UPA

⁷ Assuming 40 - 60 UPA

Table 4: Projected Density

Residential Area	Units	Hectares / UPH	Acres / UPA
Gross Developable Area	-	48.85	120.7
Projected Density (Minimum)	1,399	28.6	11.6
Projected Density (Maximum)	1,734	35.5	14.4
Projected Density (Average)	1,567	32.1	13.0

The Ridgemont NASP is anticipated to meet an average projected density of 12.8 units per gross residential acre (+/- 31.6 units per gross residential hectare) at full build-out, providing approximately 1,402 to 1,739 residential units, for a population of approximately 4,066 to 5,044 people. Overall density may change upon full build-out based on market demand but must meet a minimum of 12 units per gross developable acre, as per policy 3.4.2(a) of the Trilogy Plains ASP and policy 1.1.2 of the Okotoks Municipal Development Plan. Compact and efficient neighbourhood design is essential to a sustainable community.

The proposed land uses and housing types are intertwined with the proposed road network, which has been designed not only to provide safe and efficient access to key community destinations but to also facilitate a variety of housing forms.

Ample access to the neighbourhood has been provided with multiple road connections to 338 Ave E and 32 St E. The collector road network has also been strategically fronted with primarily medium and high density housing to maximize residents' access to amenities and create efficiencies for servicing and future transit services.

Street-oriented housing products are encouraged along the collector roadways to promote an attractive and pedestrian-friendly streetscape. The road layout limits 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, or underground where appropriate, and will be screened with landscaping or other features.

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



FIGURE 8: INNOVATIVE HOUSING FORMS AND RESIDENTIAL CONCEPTS



Existing Development	
	St. James Church (Church Site)
	Holy Trinity Academy
Residential	
	Low Density Residential – Laneless
	Low Density Residential – Laned
	Medium Density Residential - Street Fronting
	Medium Density Residential - Comprehensive
	High Density Residential
	St. James Church (Potential High Density Res.)
Employment	
	Commercial
Parks and Open Space	
	Municipal Reserve

Innovative and Comprehensive Housing	
1	Low Density - Park Fronting
2	Medium Density - Park Fronting
3	Medium Density - One Way Fronting
4	Medium Density - Comprehensive Concept
5	High Density Site - NW
6	High Density Site - NE
7	High Density Site - SW
8	High Density Site - Church

3.5.1 LOW DENSITY RESIDENTIAL

Low density residential is anticipated to be zoned Traditional Neighbourhood District (TN) and support primarily single-detached and semi-detached residential housing. There will be opportunities for other housing forms or limited commercial where appropriate and in accordance with the Land Use Bylaw.

The low density residential areas will include a mix of laneless, and laned lots, and a mix of front drive and rear garage housing. Lane access creates an opportunity for secondary suites that could be lane-oriented or found within the primary dwelling.

The low density residential area will also include an innovative housing form of park fronting homes, conceptually illustrated in **Figures 9 & 25**. These houses will be located immediately north of the North Neighbourhood Park. The lots have rear lane access and front directly onto a public park space to create a unique interface between public and private.

FIGURE 9: LOW DENSITY PARK FRONTING CONCEPT



**This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.*





FIGURE 10: MEDIUM DENSITY
PARK FRONTING CONCEPT

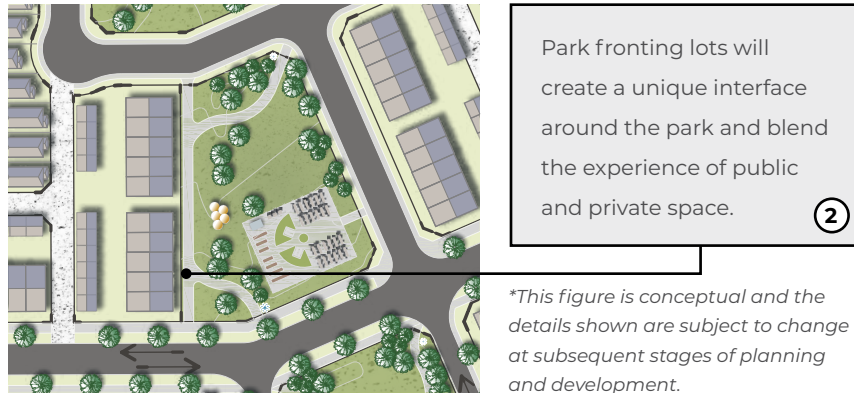
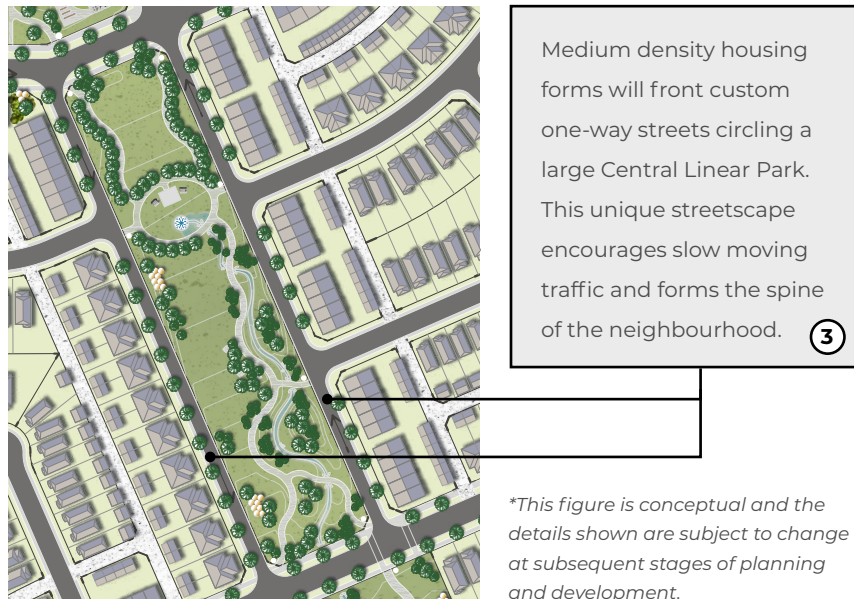


FIGURE 11: MEDIUM DENSITY
ONE-WAY FRONTING CONCEPT



3.5.2 MEDIUM DENSITY RESIDENTIAL

The medium density residential areas are anticipated to be zoned either Traditional Neighbourhood District (TN) or Neighbourhood Core District (NC) and support a mix of medium density housing forms such as semi-detached, row housing, or zero lot line single detached. There will be some opportunity for limited commercial where appropriate and in accordance with the Land Use Bylaw.

The medium density housing areas consist of three forms: park fronting, street fronting and comprehensively planned.

The park fronting units in the medium density residential area have the same unique feature as the low density area of blending the division and experience of public and private space, while still facilitating vehicular access from a rear lane. The lots in this area, conceptually illustrated in **Figure 10**, will support semi-detached or row housing and may be either fee simple or comprehensively planned.

All the street fronting medium density housing have rear lane access and front onto the collector road network. This facilitates the opportunity for unique streetscapes and easier access for a greater number of people to amenities throughout the plan area, including potential future transit service. The lanes also facilitate the opportunity for non-front-drive housing product. Another innovative design within Ridgemont is a custom designed one-

way street fronted by medium density housing, encircling a Central Linear Park space, illustrated in **Figure 11**. This Central Linear Park forms the spine of the connected parks network and a unique centre of the neighbourhood, unlike any other in the Town of Okotoks.

One medium density comprehensively planned site is identified in the south portion of the plan area. This parcel is uniquely shaped and requires a unique housing form and layout. The site has been conceptually designed to support blocks of row houses oriented to the exterior public streets, with parking access interior to the site, and some strategically located landscaped areas. A conceptual design of the site is illustrated in **Figure 12**.

FIGURE 12: MEDIUM DENSITY COMPREHENSIVE CONCEPT



A unique parcel shape facilitates a unique housing form and site plan. This site will be planned comprehensively with medium density housing, interior parking and landscaping. Its prominent location at the southwest entrance to the community will also provide opportunity for the inclusion of an entry feature.

4

**This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.*





3.5.3 HIGH DENSITY RESIDENTIAL

Pockets of high density residential in Ridgemont have been strategically distributed throughout the plan area along the collector road network and in proximity to significant neighbourhood amenities, including the commercial centre. These areas 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 each of the five high density residential sites has been demonstrated in **Figures 13, 14, 15 & 16**, with site designs and building types subject to change at detailed design.

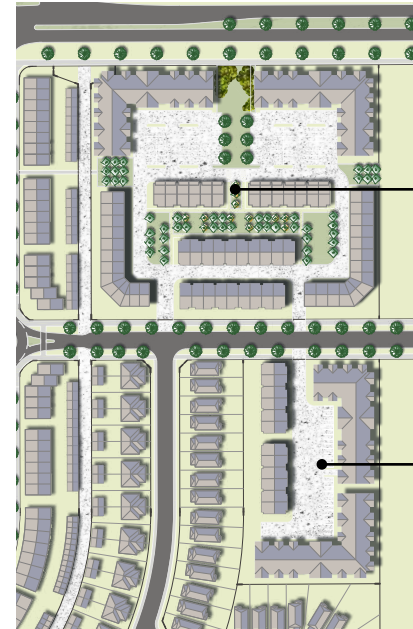
The high density sites each have unique characteristics based on their location within the plan area. The northwest site is adjacent to the commercial centre and forms part of the overall Neighbourhood Hub (**Figure 13**). It also frames one of the key gateways into the community. For this reason, the site has been conceptually designed with sufficient density for convenient access to the commercial area and a continuous streetscape on the western edge. Access to this site should be aligned with the commercial site access, with interior pedestrian infrastructure that connects to the nearby neighbourhood park.

FIGURE 13: HIGH DENSITY SITE CONCEPT - NW



One feature of sustainable and complete communities is the location of higher density residential sites within walking distance of community amenities. This multifamily site is located between the commercial site and the North Neighbourhood Park, and forms part of the Neighbourhood Hub. **5**

FIGURE 14: HIGH DENSITY SITE CONCEPT - NE



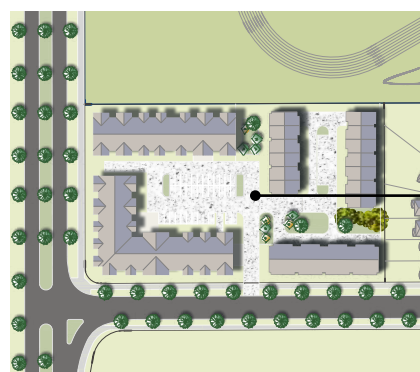
The two northeast multi-family sites have been identified due to existing landownership and to create a cluster of density adjacent to the future mixed-use and employment area to the east. **6**

**These figures are conceptual and the details shown are subject to change at subsequent stages of planning and development.*

The two sites located in the northeast of the plan area (**Figure 14**) provide an opportunity for increased density adjacent to 338 Ave E and the future mixed-use employment area to the east. The northern site boundary aligns with the existing privately owned parcel and therefore the future design and development of this site will be at the discretion of that landowner.

The southwest site is located in the corner of the plan area and will frame the southwest entrance to the plan area from 32 St E (**Figure 15**). Immediately north is the school site and across the street to the south is a four-story multi-family development. This site is suited to a multi-family style development and has been illustrated with a mix of multi-story buildings and row housing. These subject lands are privately owned and future development will be at the landowner's discretion.

FIGURE 15: HIGH DENSITY SITE CONCEPT - SW



Located off of Crystal Green Lane, this site is owned by a private landowner, and its future detailed design will be at the owner's discretion. As identified in the NASP its context is appropriate for a multi-family style development.

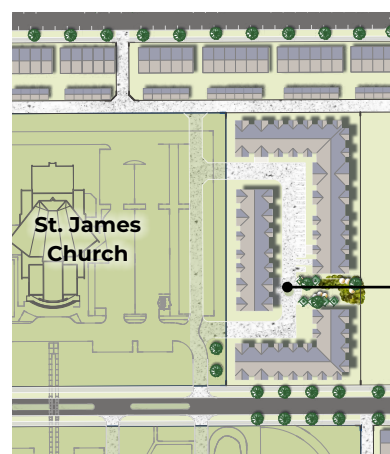
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**These figures are conceptual and the details shown are subject to change at subsequent stages of planning and development.*

Representatives of the St. James Church have indicated the potential desire to develop a portion of the church site lands with a multi-family style development. A conceptual design for this site has been included in this NASP in **Figure 16**. The detailed design of this site will be at the discretion of the landowners.

The sites are all proposed to include a mix of multi-family buildings from three to six stories and/or comprehensively planned row house complexes. The buildings should be oriented to the exterior of the site to facilitate continuous streetscapes and screen above ground parking areas interior to the site. Each comprehensively planned site should also include landscaping and pedestrian infrastructure to allow for outdoor gathering and traveling through or around the site by non-vehicular modes. Urban design guidelines have been detailed in **Section 5.2.2**.

FIGURE 16: HIGH DENSITY SITE CONCEPT - CHURCH



The eastern portion of the St. James Church lands is currently undeveloped. Due to an initial expression of interest this plan identifies the opportunity for future multi-family style development to be provided by the Church at its discretion. Access may be provided from the adjacent roads, lanes and/or church parking lot.

8



3.6 COMMERCIAL

3.6.1 NEIGHBOURHOOD HUB

Ridgemont includes a commercial area of approximately 3.99 ha (9.87 ac) which is located in the northwest corner of the plan area. The site is accessed from 338 Ave E and 32 St E and forms the commercial centre of the Neighbourhood Hub. The commercial site is a comprehensive area with significant frontage and will be designed to provide efficient access to the amenities and services within.

The site is anticipated to provide approximately 9,011.66 m² of gross commercial floor area with the potential for 180 jobs upon full build-out, calculated at 0.35 FAR and 1 employee per 50 m². This commercial destination will support a variety of uses to serve the daily needs of the residents of Ridgemont and the surrounding communities. Future development will be consistent with the Land Use Bylaw's General Commercial District (GC).

TABLE 5: COMMERCIAL STATISTICS

Hectares	Acres	Approx. Building Area (m ²) ¹	Anticipated Jobs ²
3.76	9.29	8,553.12	171

¹Assuming 35% reduction gross to net developable area and 0.35 FAR

²Assuming 50 m² / employee



Due to the prominent location adjacent to two arterial roads in northern Okotoks, and the anticipated expansion of the commercial area in future growth areas, this hub will likely serve as a regional destination. The location takes advantage of the visibility and access that 338 Ave E provides to support the vibrancy and utilization of the area. The commercial site is proposed to have one to three access points from each edge including right-in right-out access to both 338 Ave E and 32 St E. The location and design of these access points will be subject to approval following the finalization of upgrade designs for both 338 Ave E and 32 St E.

To support local activation of the area, the commercial centre is near several medium and high density residential sites, promoting walkable amenity access for many Ridgemont residents. The area is also well connected to the regional pathway and sidewalk networks, with the inclusion of additional pedestrian infrastructure interior to the site, complemented with attractive pedestrian-oriented facades facing the surrounding streets. Special attention will be paid to the streetscapes on all edges of this site.

To support a more attractive human scaled design, the large overall site is also proposed to be divided by a uniquely designed main street running north to south and connecting to 338 Ave E.

This main street will be designed to be an attractive and walkable destination for pedestrians and other non-vehicular mobility modes, with the public realm designed for both ease of access and outdoor gathering. The design of this main street concerning buildings, parking, and public realm is further detailed in **Section 5.5.3**.

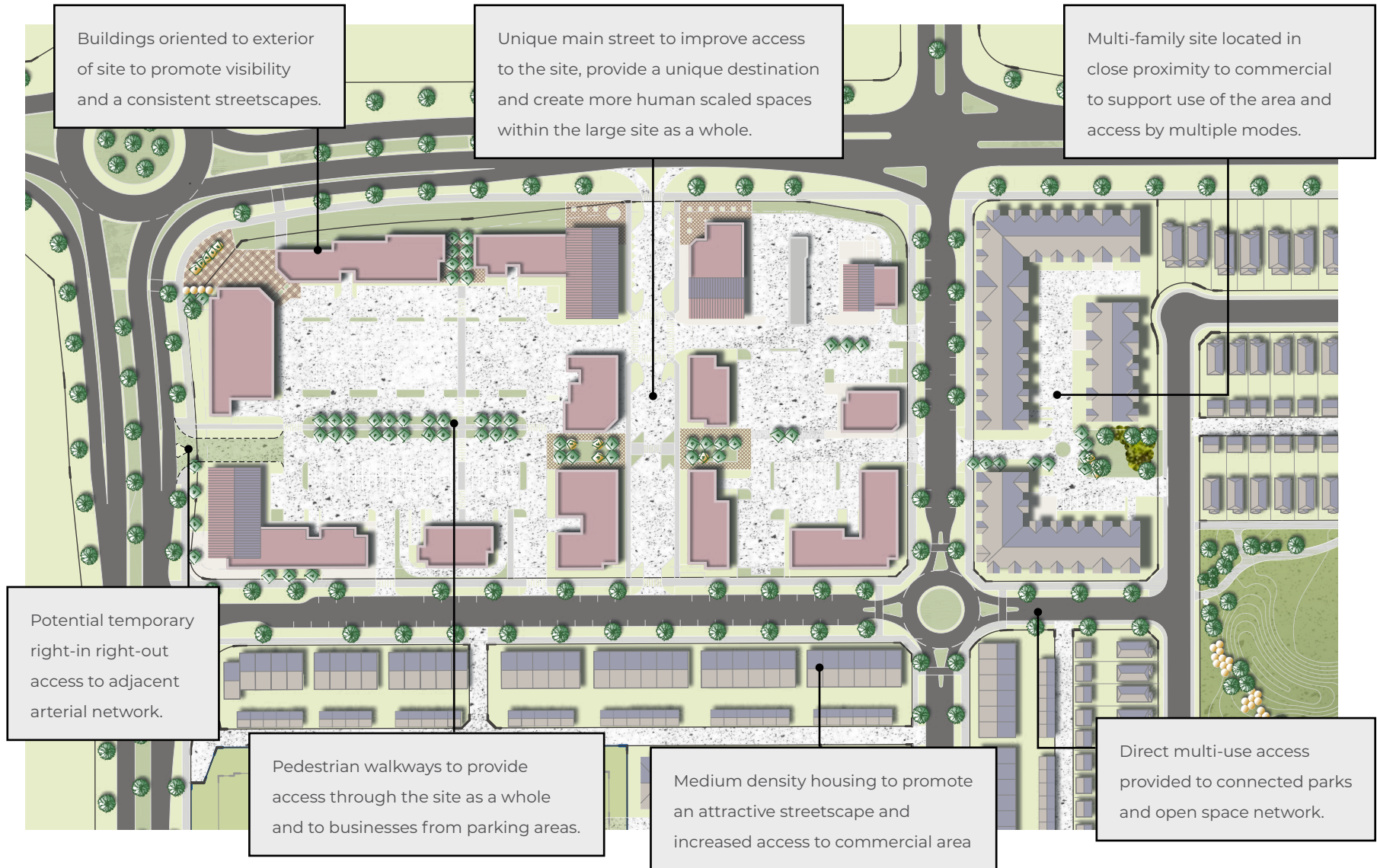
A conceptual layout for the Neighbourhood Hub and commercial area illustrating the design intentions has been included in **Figure 17: Neighbourhood Hub Concept**. This design is conceptual and subject to change at detailed design, but the guiding framework of dividing the site into smaller quadrants allows for the grouping of uses or infill opportunities. Further urban design guidance for this area is also included in **Section 5.5** of the NASP.





FIGURE 17: NEIGHBOURHOOD HUB CONCEPT

**This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.*



3.7 LAND USE POLICIES

SECTION 3.0 | LAND USE POLICIES

- 3.1** Land uses within Ridgemont should generally align with those identified in **Figure 7: Ridgemont NASP Land Use Concept**. Minor adjustments to the land use concept do 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 mix of housing types will be dispersed throughout the plan area, including, but not limited to single-detached, semi-detached, row, multi-unit housing and secondary suites.
- 3.3** A mix of housing types are encouraged within blocks to diversify the built form throughout the neighbourhood and promote distinct streetscapes.
- 3.4** The development of secondary suites and accessory dwelling units should be encouraged throughout the plan area to contribute to greater housing diversity and affordability within the community.
- 3.5** Medium and high density housing forms within Ridgemont should include units oriented to the public streets and be in areas with good access to major roadways, future transit, and amenity spaces.
- 3.6** Neighbourhood scale commercial uses, in accordance with the Land Use Bylaw, are encouraged throughout the plan area.

- 3.7** Lots identified with a hatch labelled as "Front Driveway Housing Not Permitted" on **Figure 7: Ridgemont NASP Land Use Concept** will not be constructed with front driveway housing.

Neighbourhood Hub

- 3.8** Ridgemont will include a Neighbourhood Hub located in the northwest corner of the plan area adjacent to 338 Ave E and 32 St E.
- 3.9** The Neighbourhood Hub should provide a range of commercial retail uses and employment opportunities for both local and town residents. The design, composition of uses, and overall density of the Neighbourhood Hub will be determined at the Development Permit stage in consideration of the conceptual design, guidelines and policies outlined in **Section 5.0** of this plan.
- 3.10** The predominant use of land within the Neighbourhood Hub must be commercial uses, primarily retail and personal service uses.
- 3.11** Medium and high density residential uses should be located within and adjacent to the Neighbourhood Hub to increase activity, promote walkable amenity access, and ensure appropriate transitions to lower density residential uses.
- 3.12** The commercial area may include multi-unit residential, recreational or institutional land uses where they are determined to be compatible with commercial development, subject to approval by the Approving Authority at the Development Permit stage.



Section 4.0



Parks & Open Space Network

4.1 PARKS & OPEN SPACE OVERVIEW

The parks and open space network throughout Ridgemont has been designed as an integrated system of parks and pathways to provide a variety of natural and programmed amenities for diverse ages and abilities, enhancing residents' connection to nature.

The Ridgemont parks and open space concept is envisioned as a connected network that has a range of park sizes with a mix of programming and landscaping. The parks and open space system is a fundamental element within the community design. The parks transition from a more programmed and manicured experience in the north to more naturalized and nature-based play areas in the south.

The system is designed to promote physical activity, walkability, and connectivity for residents and visitors alike. Every open space 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. In addition, connections have been made to other destinations in the neighbourhood such as the commercial area and school site. Integration of park spaces to the existing uses aids in the overall connectivity of the community. Holy Trinity

Academy currently operates a sports field and a running track, which align well with the Ridgemont active park spaces.

The parks plan is in alignment with the Municipal Development Plan and, as illustrated in **Figure 18: Parks and Open Space Layout**, all residential development within the plan area is within walking distance (400m) of 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 6: Open Space Classification & Statistics outlines the various components of the open space network and their areas. The Municipal Reserve has been allocated at the required 10% of the gross developable area. Ridgemont's Storm Park contributes a connection to nature while providing the utility of stormwater management and reuse opportunities.



FIGURE 18: PARKS AND OPEN SPACE LAYOUT





TABLE 6: OPEN SPACE CLASSIFICATION & STATISTICS

		Classification	Ha	Ac	% of GDA
	Total Plan Area		63.82	157.71	
	Holy Trinity Academy	School	8.10	20.01	
	Private Landowner (SW) (2 lots)	Private Land	2.23	5.51	
	Private Landowner (NE)	Private Land	2.33	5.77	
	Gross Developable Area (MR)		51.17	126.42	100%
1	Ridgemont Links	Streetscape / Linear Park	0.04	0.09	0.1%
2	North Neighbourhood Park	Neighbourhood Park	1.37	3.38	2.6%
3	Townhome Park	Neighbourhood Park	0.36	0.88	0.7%
4	Central Linear Park	Linear Park	1.27	3.15	2.5%
5	Storm Park	Neighbourhood Park / Natural Area	2.09	5.17	4.1%
	Total		5.13	12.67	10.0%

Note: The gross developable area for the MR calculation has removed the School, and two private properties for the calculation of Municipal Reserve (MR). As confirmed with the Town of Okotoks, MR had already been paid or dedicated on these lands and therefore is not owed within the plan area.





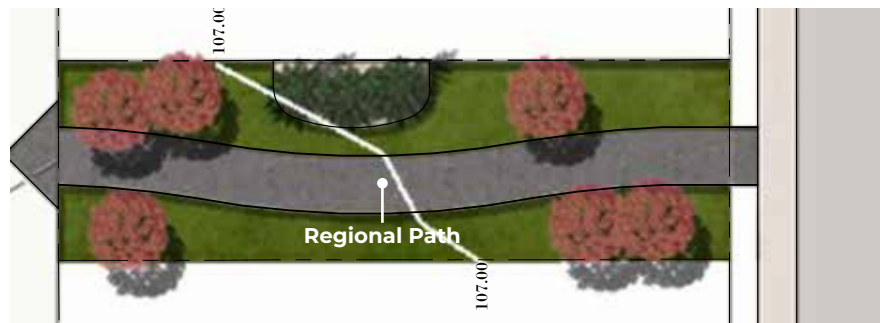
4.2 PARKS & OPEN SPACE CONCEPTS

A variety of parks and open spaces have been distributed throughout the Ridgemont plan area to meet the size, location, and programming objectives of the Okotoks Recreation, Parks, and Leisure Master Plan.

Table 7: Open Space Classification & Statistics identifies the park spaces throughout the plan area, currently identified by location or functional names. Specific park names in accordance with the Town's naming policy will be identified at a later stage.

The park network is comprised of a pathway connection to Holy Trinity Academy ('Ridgemont Links'), a North Neighbourhood Park, a Townhome Park, a Central Linear Park, and the Storm Park, providing a total Municipal Reserve dedication of 5.21 ha (7.56 ac). Each will be uniquely designed and programmed for its purpose and context and will be connected to Ridgemont destinations through the regional pathway network and landscaped streets. Conceptual designs for each of the park spaces are included in this section with additional design details provided under separate cover.

FIGURE 19: PARK CONCEPT |
RIDGEMONT LINKS



4.2.1 RIDGEMONT LINKS

Ridgemont Links is a 0.04 ha (0.09 ac) park and serves as a pathway connection between Holy Trinity Academy and Ridgemont. The new connection ensures that students and users of the play fields have an alternative option to access the school facilities within Ridgemont. This pathway will serve to connect those walking, cycling, or using other mobility devices from the nearby homes toward the school.

The pathway has been identified in the land use concept to provide as close a connection as possible to the paved parking area on the school site. Any pathway extension beyond the property line on the school-owned lands to connect to the parking lot will be at the discretion of Holy Trinity Academy. The specific location of this connection may also be subject to change based on further collaboration with the school to determine the most appropriate location to facilitate a connection.





4.2.2 NORTH NEIGHBOURHOOD PARK

The 1.36 ha (3.36 ac) North Neighbourhood Park anchors the north end of Ridgemont's parks system and has the most active programming within the plan area. The park will contain features that encourage year-round use. Park amenities include two basketball half-courts, a toboggan hill, a playground, a fire pit, and a fenced dog social area. The North Neighbourhood Park will be supported with furniture to support outdoor gathering and socialization.

This park is anticipated to be one of the most well-used parks within the plan area due to its size, location variety of programming, proximity to the Neighbourhood Hub, and the adjacent park fronting homes.

A regional pathway encircles the park and facilitates connection to all amenities from the connected road and regional pathway network.

FIGURE 20: PARK CONCEPT |
NORTH NEIGHBOURHOOD PARK



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FIGURE 21: PARK CONCEPT |
TOWNHOME PARK



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4.2.3 TOWNHOME PARK

The 0.36 ha (0.88 ac) Townhome Park is the smallest park within the programmable open space plan area, but will still offer a unique destination with its programming and park fronting residential lots.

It is proposed to include a more intimate and calm visitor experience with the inclusion of a community garden and open play area. The community garden's location on the southern end of the site provides ample sunlight to the garden plots, as well as access to a water service connection. The central location of this community garden supports potential access by many housing types and members of the overall Ridgemont community.

As a prominent viewshed along the collector road network, this park is also proposed to include a community identification feature, which will provide wayfinding and tie together the character of all destinations within Ridgemont.

The regional pathway is oriented to connect to the overall network while also providing access to the park fronting residential units.



4.2.4 CENTRAL LINEAR PARK

The Central Linear Park is 1.28 ha (3.15 ac) and will provide natural and social opportunities for residents to enjoy. Embracing the parks and open space guiding concept of transitioning from landscaped active-use areas in the north to passive, naturalized areas in the south; the central linear park will be the main blending point where passive and active concepts weave together.

The north end of the park will greet visitors with the grand lawn - an open play area surrounded by evenly spaced trees. At the terminus where the two roads meet the park, is a gathering node consisting of a seating area and picnic structure. This node will also contain a water feature utilizing pumped water from the Storm Park. Water will cascade down a natural looking rock feature and flow into a small babbling brook, flowing back towards the Storm Park. The feature will generate the soothing sound of moving water in the summer months and be an attractive feature contributing to the mountain theme of the community in the winter months.

South of the gathering node, the west side of the park will provide open manicured play areas that are juxtaposed with native grasses, alpine trees, shrubs, and a babbling brook. The manicured and naturalized areas are interwoven with the regional pathway, allowing users to appreciate two unique, but complimentary spaces at the same time.

This neighbourhood park is embedded in the residential area of Ridgemont and will provide a variety of all-season recreational and social opportunities for residents and visitors.

FIGURE 22: PARK CONCEPT |
CENTRAL LINEAR PARK



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4.2.5 STORM PARK

The Storm Park is located at the southern edge of the plan area and is the southernmost park in the open space network. Located at the natural low point of Ridgemont, this park is a combination of Public Utility Lands (PUL) and Municipal Reserve (MR) and contains a uniquely designed stormwater management pond (known as a 'Storm Park').

The overall Storm Park includes both the pond and filtration systems and the surrounding green space, with a total area of 5.60 ha (13.83 ac). The Municipal Reserve (MR) comprises approximately 2.09 ha (5.16 ac) and the Public Utility Lands (PUL) comprise approximately 3.51 ha (8.67 ac), although the division between the two may be subject to redistribution at the subdivision stage given the merits of an overall, functional use. The 'Storm Park' is designed differently from a traditional stormwater management pond to improve the ease of long-term maintenance, and to improve the natural filtration of stormwater through a multi-stage process. Its design includes a greater variety of spaces within the overall Storm Park area, including a Nautalis Pond™, main pond body, treatment wetland, and vertical flow biofilter, with the majority designed to appear and function as a naturalized wetland.

Additional detail about the technical function of the Storm Park will be described in the stormwater management section, but the effect of this variety on the Storm Park is the opportunity for integrated parks programming such as a pathway circling the pond, boardwalks, birdwatching locations and educational opportunities, serving as a year-round destination for both active recreation and gathering. The pond system has also been designed to accommodate future expansion when the eastern quarter section is developed.





The surrounding Municipal Reserve lands will be designed in a complementary manner with the Storm Park, providing a more naturalized landscape for residents to enjoy.

The park will include a meandering pathway, a continuation of the babbling brook from the park to the north, and a nature-based play area for active and educational opportunities. This park will embody Ridgemont's greatest connection to nature and celebrate immersion in the natural environment.

Another unique feature of this park is the interface with the adjacent Crystal Ridge Golf Course to the south and the potential for land redistribution between the two uses. As illustrated in **Figure 23**, to limit the possibility of golf balls being hit into a portion of the Storm Park, a realignment of the first hole may occur. If lands within the plan area are required to implement this realignment, an equal area of land will be removed from the golf course and added to the park space (as municipal reserve). The precise location and amount of land, if any, will be confirmed at the subdivision stage and requires further consultation with the golf course owners. The park space will also include a clear delineation between the two areas with landscape features and/or fencing.

Overall this space is the largest park in the network and provides a unique natural area for residents to enjoy, and an appropriate interface with adjacent uses.

FIGURE 23: PARK CONCEPT | POND PARK



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4.3 PARKS AND OPEN SPACE POLICIES

SECTION 4.0 | PARKS AND OPEN SPACE POLICIES

4.1	The distribution and size of parks and open space should be in general alignment with Figure 18: Parks and Open Space Layout .
4.2	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 provided no less than 10% of the developable lands, or those with deferred Municipal Reserve requirements, are provided as Municipal Reserve.
4.3	The distribution of Municipal Reserve across the plan area may be subject to minor variation at the subdivision stage, specifically with respect to the delineation between Municipal Reserve and Public Utility Lands in the Storm Park. The classification will be based on the design merits and function of the lands as a recreational amenity as it relates to the overall intent of the park area.
4.4	The lands identified as "Potential land swap" in Figure 7: Ridgemont NASP Land Use Concept , and conceptually illustrated in Figure 23: Park Concept Pond Park may be subject to change in ownership and use at the land use amendment and subdivision stage to support a potential realignment of the existing Crystal Ridge Golf Club's first hole and entrance. The specific areas identified may be subject to change, and variation will not require amendment to the NASP, as long as the required Municipal Reserve is provided, and the general programming and provision of pathways within the park are maintained.

4.5	The majority of the parks and open space network will consist of adjacent park spaces connected by a regional pathway network 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.
4.6	Parks within Ridgemont 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.
4.7	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.
4.8	Each park space within Ridgemont will include applicable programming and pathways that form a unique park identity but include materials and design elements that tie into the overall neighbourhood theme.
4.9	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 basketball courts, a dog social area, a community garden, and play structures.
4.10	Detailed design of parks and open spaces should include considerations for minimizing wind exposure and maximizing exposure to sunlight.

4.11	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.
4.12	A Municipal Reserve and pathway connection to Holy Trinity Academy from Ridgemont will be subject to support by the School Authority and may require extension of the pathway on the school owned property. Any extension of the park or pathway on the school property will be at the discretion and cost of the School Authority. The specific location of this connection may be subject to change at the subdivision stage based upon existing stormwater overland drainage requirement or engagement with the school on the most effective connection location.
4.13	Minimal maintenance fences and street furniture such as seating and garbage receptacles will be incorporated into the Ridgemont neighbourhood.
4.14	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.

4.15	Landscaping in parks and along walkways should be placed to provide for attractive environments while retaining clear sight lines to promote natural surveillance.
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 ('Storm Park') should be enhanced to support the parks feature as a neighbourhood amenity and destination for the neighbourhood and surrounding areas.
4.19	The interface between the southernmost park and the Crystal Ridge Golf Course should be clearly delineated between the two uses and land ownership with features such as fencing or landscape treatments such as trees, shrubs or elevation changes.
4.20	The babbling brook within the central linear park will be subject to an Optional Amenity Agreement at the subdivision stage.
4.21	The trees along Crystal Green Lane that will be required to be removed should be replaced within the plan area with additional trees equivalent in number and value to the cost of the removed trees as per the Town's Tree Bylaw. A tree appraisal must be completed by a certified Tree Appraiser to the satisfaction of the Town.



Section 5.0



Ridgemont Community Character & Urban Design

5.1 RIDGEMONT COMMUNITY CHARACTER & URBAN DESIGN

Urban design is the art and science of shaping the physical and functional characteristics of neighbourhoods to enhance the quality of life for residents and visitors alike. It involves the thoughtful planning and organization of the built environment at a variety of scales including the layout of streets, buildings, and public spaces, and the specific design elements within these areas that form the overall community character. Urban design is essential for creating sustainable, livable, and aesthetically pleasing environments with a unique sense of place.

Recognizing the multifaceted nature of urban design, this section is subdivided to address specific elements shaping the overall character and experience in Ridgemont. Firstly, it provides a summary of key design decisions integrated into the neighbourhood layout. Secondly, it outlines the guiding character and theme that Ridgemont will represent. Lastly, it provides urban design guidelines for the residential, commercial, and public realm within the plan area to facilitate the realization of the neighbourhood vision in subsequent planning and design phases.

The section concludes with an overview of how Ridgemont aligns with the "Designing Great Neighbourhoods" intent and outcomes outlined in the Town Municipal Development Plan.





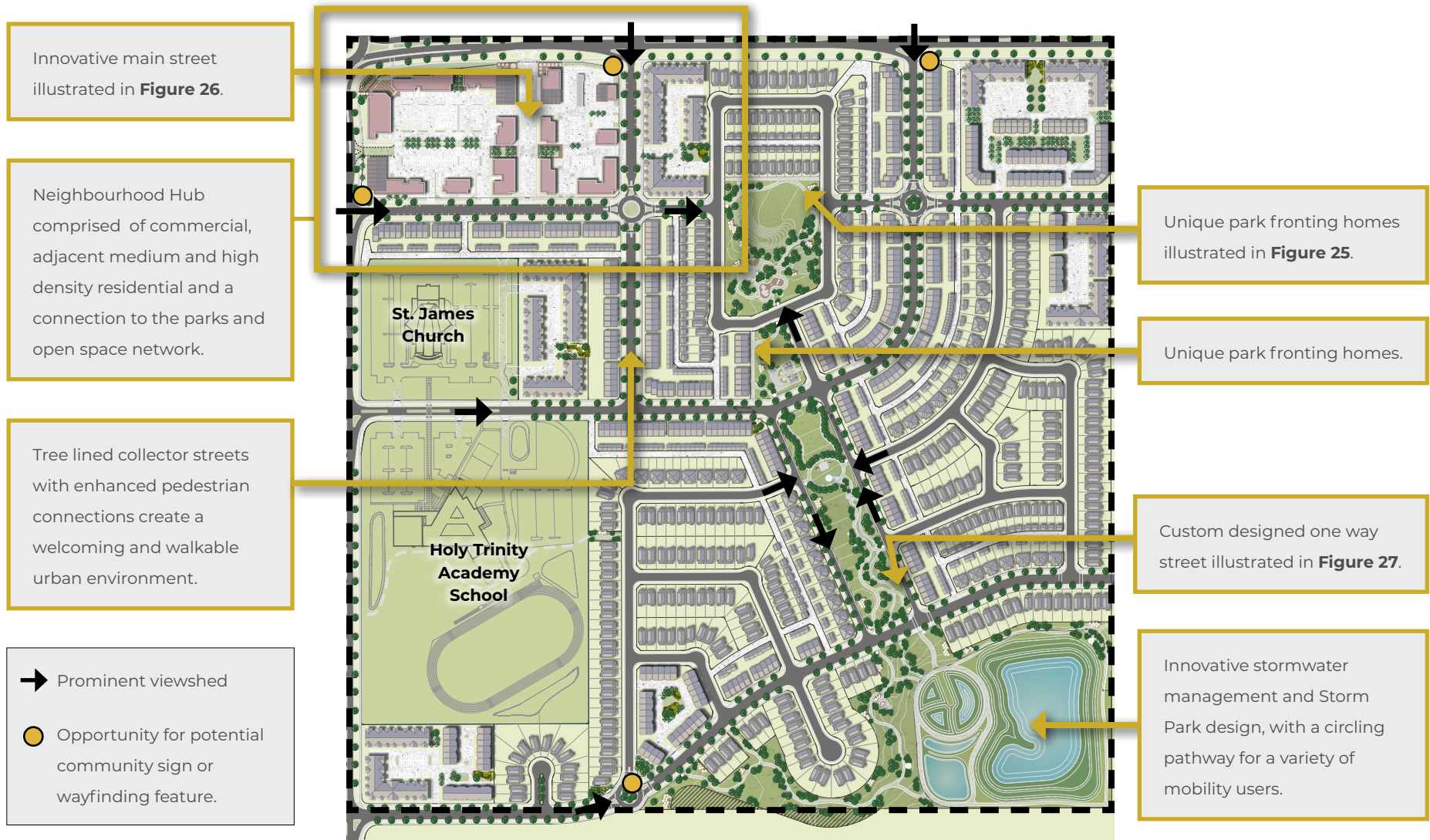
5.2 NEIGHBOURHOOD LAYOUT

The land use concept was designed to create a complete community that seamlessly integrates with existing development and establishes connections to future growth areas within Okotoks. Offering a variety of housing types and a diverse range of amenities, including a commercially centered Neighbourhood Hub, various programmed park spaces, an existing church, a high school, and proximity to an operating golf course, Ridgemont is poised to become a highly desirable neighbourhood for those looking to make a home within the growing Town of Okotoks.

A unique and defining feature of the Ridgemont design is the location of parks and open spaces within a centrally connected network. The orientation and size of each park space facilitate different programming, and their connectivity allows for a strong view corridor throughout the neighbourhood as well as a continuous off-street pathway network for pedestrians, cyclists, and other mobility device users. Details on the proposed park design and programming have been included in **Section 4.0**, but it is important to note this defining feature as it is a unique element that provides a framework for other areas of the neighbourhood design.

A second high impact feature within Ridgemont is the Neighbourhood Hub. In alignment with the Town of Okotoks Municipal Development Plan and Trilogy Plains Area Structure Plan, the Neighbourhood Hub in the northwest corner of Ridgemont is centred by an approximately 3.97 ha (9.80 ac) commercial centre. The Neighbourhood Hub as a whole is comprised of this commercial centre as well as the surrounding and complementary land uses. Medium and high density residential uses have been located adjacent to the commercial site to enhance the vibrancy of this area. In addition, a regional pathway connection has been strategically placed to connect the commercial centre to the parks network. This area will serve as a hub of activity within Ridgemont. This plan also takes into consideration higher level policy alignment and future development areas to the west and north, which will eventually extend this commercial area and Neighbourhood Hub to a larger, regional, multi-community destination.

FIGURE 24: DESIGN INNOVATION AND VIEWSHEDS



**This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.*



5.3 RIDGEMONT CHARACTER

Ridgemont is located in the Town of Okotoks, within the foothills of Alberta with prairies to the East and the Rocky Mountains to the West. The name Ridgemont was selected as a celebration of its proximity to and view of the mountains. The urban design character is intended to expand upon this with a celebration of the natural environment and features that are inspired by the mountain town vernacular.

Ridgemont will not have strict themes but will utilize colours, construction materials, and architectural features that evoke the character of a mountain town while still allowing for variety in the streetscapes and individual customization. Consideration of the cost of design features will be factored into the implementation of Architectural Controls to ensure that all housing remains affordable.

The following urban design guidelines have been prepared to ensure distinctive building forms consistent with the overall vision for the community, and have been organized into three sections: residential; commercial; and parks and public realm.





5.4 RESIDENTIAL DESIGN GUIDELINES

Ridgemont will have a variety of lot sizes and configurations that will allow for a diversity of housing. The objective of these residential design guidelines is to provide a design framework for all residences within the Ridgemont neighbourhood. The guidelines include both a broad vision describing the overall character intent with some specific policy guidance for more prescriptive requirements. These high-level guidelines forming part of the NASP will be further expanded upon in detailed Architectural Controls to be prepared at the time of subdivision. This provides an opportunity for collaboration with home builder partners to provide details and input specific to each phase while still aligning with the overall intent. The design guidelines are intended to encourage design creativity and diversity within a range of styles without imposing rigidity or conformity.

5.4.1 LOW AND MEDIUM DENSITY HOUSING

The low and medium density housing within Ridgemont consists of single detached, semi-detached, and row housing fronting the public road network. These areas will include a mix of laned and laneless blocks and will include a mix of front drive and rear lane access units. Opportunity will be provided for the inclusion of secondary suites in a variety of forms for all housing types, in accordance with the Land Use Bylaw.

To be further delineated in the Architectural Controls at the time of subdivision, Ridgemont will maintain a unique community character by drawing on design elements that evoke elements of a mountain town adapted to the Okotoks context. Mountain elements such as steeply pitched roofs, natural materials, and earth tones will be mixed with modern design features such as clean lines, flat roofs, and mixed materials to create a distinct sense of place.

All design and construction within the community must adhere to all national, provincial, and municipal rules, regulations, and bylaws, including all applicable building codes.

Within this overarching theme, houses may also draw characteristics from other architectural styles to facilitate variety within the streetscape and allow for a diversity of personal preferences.



This vision should be achieved by adhering to the following principles:

Architectural Style

Encourage diverse architectural styles within the fee simple housing areas, while maintaining an overall coherence with the alpine theme.

At the time of subdivision develop Architectural Controls that balance adherence to the alpine theme while allowing for individual expression and customization by individual homeowners.

Include a diversity of housing types and architectural styles along streetscapes to create visual interest.

Where appropriate, embrace pitched roofs, often gabled or hipped, to mimic the snow-shedding designs of alpine homes.

Human Scaled Facades

Encourage human scaled design that avoids monumental forms through careful massing, form, scale, design modules, fenestration, and selection of materials and colours.

Encourage facade compositions that blend horizontal massing lines with verticality expressed through fenestration, roof elements, chimneys, and doors.



Building Colors and Materials

Include natural materials like wood or stone to blend with the rustic mountain aesthetic.

Utilize earth tones and muted colour palettes in housing designs such as shades of brown, gray, and forest green, to harmonize with the natural landscape.

Lighter coloured roofs are encouraged to help manage heat in the summer months.

Landscape

Landscape the exterior with native alpine plants, rocks, and garden elements that mimic the alpine environment, such as alpine wildflowers and evergreen trees.

Sustainability

Encourage environmentally friendly practices, like rainwater harvesting, energy-efficient building design, and the use of renewable energy sources in fee simple housing.

Explore opportunities for both low-tech green building design such as solar orientation, geothermal technology, and high-tech green building systems and construction methods that conserve resources.

Affordability

Consideration of the cost of design features will be factored into the implementation of Architectural Controls to ensure that all housing remains affordable.



Figure 25: Conceptual Park Fronting Housing Illustration

demonstrates a unique housing form proposed in Ridgemont - park fronting housing. This form of housing connects residential and park spaces by fronting housing directly onto the park, providing vehicular access only from the rear of the site. These homes seamlessly blend the concept of public and private space and provide for unique activation and edge conditions.



FIGURE 25: CONCEPTUAL PARK FRONTING HOUSING ILLUSTRATION



5.4.2 HIGH DENSITY MULTI-FAMILY SITES

The high density multi-family sites and comprehensive town site should provide a variety of housing options with the potential for some neighbourhood-scale commercial, business, or community activities in alignment with the Land Use Bylaw.

Comprehensive sites may contain a mix of multi-story condo or apartment buildings, stacked housing, town housing, or other unique attached housing forms. Buildings should be cohesively oriented to the external or internal street network. On large sites, parking should be located underground or to the interior of the site as much as possible.

Each site should be designed with a cohesive architectural feel with similar colours, materials, design elements, and landscaping. The character of the multi-family sites should also be in alignment with the low and medium density housing throughout the neighbourhood and overall alpine community character.

This vision should be achieved by adhering to the following principles:

Diversity in Unit Types

Within multi-family sites or across the plan area as a whole, offer a diverse mix of unit types, including apartments, townhomes, and condominiums to cater to various housing needs.

Affordability

Consideration of the cost of design features will be factored into the implementation of Architectural Controls to ensure that all housing remains affordable.

Architectural Style

Ensure that multi-family buildings reflect the alpine architectural theme with elements such as pitched roofs, natural materials, and earth tone colour palettes.

Where appropriate, embrace steeply pitched roofs, often gabled or hipped, to mimic the snow-shedding designs of alpine homes.

For multi-floor and multi-dwelling unit buildings, main floor units should have an exterior front door with direct, at-grade access to a public sidewalk or pathway.

Main floor unit entries should clearly delineate the private and public realm with architectural and landscape features such as raised terraces, porches, decorative railings, or landscape plantings.



Building Materials

Provide solid base and foundation materials such as stone, masonry, and concrete.

Utilize upper story cladding materials reflective of the residential design guidelines and limit the number of materials used.

Townhomes fronting onto the park space shall have durable, minimal maintenance and consistence fencing across the boundary with the park space.

Windows

Utilize best practices in traditional window trim including appropriate headers.

Utilize vertical proportioning in massing and windows.

Break long, contiguous facades and rooflines into small masses.

Avoid upper story stone and masonry unless supported by the same below. All openings should have appropriate header materials that visually appear to support the stone or masonry load.

Sustainability

Where appropriate, incorporate sustainable features like energy-efficient construction, green building materials, and waste recycling programs into multi-family developments.

Explore opportunities for both low-tech green building design such as solar orientation, geothermal technology, and high-tech green building systems and construction methods that conserve resources.

Public Realm within Multifamily Sites

Designate communal green spaces and courtyards within multi-family complexes, incorporating alpine-inspired landscaping and amenities.

Create pedestrian-oriented environments within multi-family sites, with well-defined walkways, seating areas, and connections to nearby amenities.

Landscape the exterior with native alpine plants, rocks, and garden elements that mimic the alpine environment, such as alpine wildflowers and evergreen trees.

Plan for efficient snow removal and storage to maintain accessibility and safety during winter months.

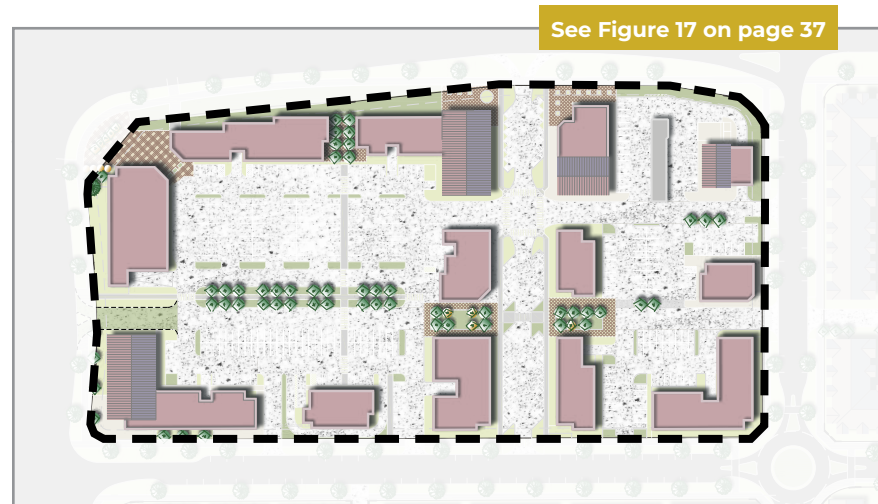
Use low impact development strategies to manage onsite storm water.

5.5 COMMERCIAL DESIGN GUIDELINES

Urban design considerations should align thoughtfully with Ridgemont's character and anticipate integration with future commercial areas to the north and west.

Within this NASP, design guidelines aim to promote high-quality design while allowing flexibility for future development, accommodating creative design, and responding to market conditions. Detailed Architectural Controls for the commercial site will be established during subdivision to provide specific design guidance. While a conceptual illustration in this NASP outlines a potential building and parking layout, it remains subject to change during the detailed design stage.

The commercial design guidelines, outlined in this NASP, cover various elements influencing overall design and character, including site plan, architectural character, main street, and signage.



**This figure is conceptual and the details shown are subject to change at subsequent stages of planning and development.*

5.5.1 SITE PLAN

The site plan will be designed to facilitate a walkable and inviting destination for both residents and visitors. It should be designed to facilitate a range of retail, commercial, and office opportunities with the potential integration of additional residential. The site should be laid out in a manner that facilitates the opportunity for a variety of business opportunities and areas for gathering, socialization, and events.



This vision should be achieved by adhering to the following principles:

Inclusion of a variety of building and unit scales for retail and commercial development with the potential opportunity for second story office or commercial spaces.

The site(s) should include hard and soft landscaping and plaza areas for outdoor gathering.

Parking should be located on the interior of the site as much as possible with buildings oriented towards the external road network.

Ensure a network of wide, well-maintained sidewalks and pedestrian walkways throughout the site to facilitate safe and convenient pedestrian movement, including well defined crossings and traffic calming measures.

One to three access points into the commercial site should be incorporated on each edge, with appropriate spacing in alignment with transportation standards.

One drive-thru in addition to a gas station (with potential service and/or car wash drive-thru) should be included within the commercial area.

Electric vehicle charging stations should be incorporated into the site design.

5.5.2 ARCHITECTURAL CHARACTER

To tie into the overall character of Ridgemont's residential areas, the commercial site is also proposed to incorporate elements of a mountain town aesthetic. The specific scale and design of buildings will be determined at the development permit stage, but the following principles guide how cohesion and character can be achieved.

Commercial buildings should be designed to integrate stylistically with the surrounding residential buildings and overall community theme.

Consistent massing, building interface, parking lot treatments, and building materials across the site. Multi-story buildings may be explored to increase activity and provide a stronger street wall.

Screening of all service areas, and rooftop mechanical equipment from view of the main street sidewalk and surrounding streets.

Providing massing and character appropriate to a "small town scale" that compliments adjacent residential. This is achieved through:

- Providing a well composed mix of parapet walls, gables, and hip roofs.
- Breaking large facades into smaller masses and individual shopfronts where there are multiple stores.



- Visually breaking down large building masses through rooflines, facades, and wall articulation.
- Utilizing tall floor plates along with the use of transom and clearstory windows.

Utilizing similar materials and material applications as found in traditional main streets including:

- Solid base and foundation materials such as concrete and stone.
- Large open shopfronts with clear glass.
- Awnings providing shade and decorative elements.
- Pedestrian level lighting and signage.
- Enhanced metal and/or decorative, unique shopfronts.

Use of brick, stucco, and composite siding materials, limiting the number of materials on individual facades.

Ensure a varied but harmonious mix of building heights and massing to create visual interest and avoid a monotonous skyline.

Encourage architectural diversity while maintaining design guidelines that promote cohesiveness within the site.

Where appropriate, promote sustainable design principles, such as green building practices, LID, renewable energy integration, and stormwater management.

Use natural materials (or the appearance of natural materials) and muted earth tones to blend with the rustic mountain aesthetic.





FIGURE 26: CONCEPTUAL NEIGHBOURHOOD HUB MAIN STREET ILLUSTRATION



5.5.3 MAIN STREET

Due to the scale of the commercial site, the conceptual design includes a proposed interior “main street” to break down the site into more a walkable human scale destination and facilitate the opportunity for a greater variety of place types across the site. The main street should bisect the site from north to south and be a complete street (ie. providing safe access for all ages, abilities, and modes) including angled parking to slow traffic and provide convenient access to fronting businesses. The road design interior to the site will be a custom design, the specific details of which should be determined in collaboration with the Town of Okotoks at the development permit stage. As a unique gateway and viewshed into Ridgemont, the main street should also incorporate community identity features and directional signage. A conceptual illustration, subject to change at the detailed design stage has been included in **Figure 26.**

Although the specific details of the main street will be refined at the development permit stage, the following principles provide guidance to support the execution of the overarching vision:

Buildings along the “main street” should be arranged as a continuous series of units with street parking and wide sidewalks.

Uses along the main street may include mixed use buildings or live-work units.

Maintain consistent front setbacks to create a continuous street wall and encourage a cohesive urban appearance.

Provide the opportunity for the inclusion of patios or outdoor seating along the main street to encourage outdoor gathering.

Wide sidewalks, street tree planters, decorative lighting, enhanced pavement treatments, and pedestrian and cyclist-oriented furnishings along the main street allow for an active street scene.

Building interfaces that support an active, well-conceived main street environment. Stores may provide access and shopfronts on any side of the building but must provide an active interface through clear glazing, awnings, access doors, pedestrian level signage, high quality shopfronts, outdoor dining opportunities, and appropriate landscaping. Large expanses of blank walls are discouraged along the main street.

The main street should include angled parking on both sides to provide convenient access to adjacent businesses and encourage slow moving traffic.

The main street should include adjacent landscaped or plaza areas to encourage gathering opportunities, outdoor dining, and event spaces, and facilitate permeability to the remainder of the site to the east and west.

The main street should include enhanced pedestrian crossings with features such as raised crosswalks, bump-outs, pavement material changes, lighting, or street paint.

The main street should connect to 338 Ave E with right-in right-out access.



5.5.4 SIGNAGE

The commercial area in Ridgemont is located at a prominent high traffic intersection in the Town of Okotoks and will serve as a primary gateway into the neighbourhood. Signage in the Neighbourhood Hub is important for businesses to make their services known but is also a contributing factor to the overall character of the area. Signage should reflect the character of Ridgemont and be of an appropriate scale to reinforce its identity as a neighbourhood scale centre. Some signage design guidelines for reference at the detailed design stage are as follows:

To support visibility and the small-town feel, signs should be located at the pedestrian scale.

Signage should accompany building entrances along the main street.

Multiple-tenant buildings and complexes should develop a master sign program to minimize the potential visual conflicts and competition among tenant signage while ensuring adequate identification for tenants to accommodate their corporate logo and colours.

Building signs should be located within an area of the facade that enhances and complements the architectural design.

Signs should not be permitted on top of any roofs, and no sign attached to a wall or eave should project above the eave line of the building.

Signage should be sensitive to the architecture of the building and should be integrated into the project from the facade of the building or through the use of canopies.

Blade signs are encouraged along the main street.

5.6 PUBLIC REALM DESIGN GUIDELINES

5.6.1 PUBLIC REALM

Ridgemont's community character extends beyond the physical structures of commercial and residential buildings; it's equally defined by the subtle yet vital elements in the public spaces within the community. The public realm, encompassing the spaces between buildings, within parks, and along streets, plays a pivotal role in weaving the fabric of the community. The public realm includes components such as sidewalks, lighting, signage, landscaping, waste disposal solutions, seating areas, parks, and public art. The foundational framework for these public spaces is outlined in the NASP, while specific design intricacies will be refined during the detailed design phase.

To foster the creation of an engaging and distinctive public realm in Ridgemont, the following guidelines should serve as a reference point:

Buildings adjacent to the public realm and park spaces should be oriented toward those areas as much as possible to frame the space and reinforce their use.

Infrastructure features throughout the public realm, such as fencing, lighting, and street furniture, should maintain a consistent aesthetic throughout the community to contribute to a distinct sense of place. Specific designs

for these features will be determined during the detailed design stage.

Landmarks of various sizes and forms should be located at major gathering places and terminating viewpoints to support community identity and provide visual interest. Street trees and native vegetation should be used to unify the public realm and provide definition to edges along major street corridors and in parks.

Distinct signage and wayfinding should be determined during the detailed design stage to help reinforce the character of Ridgemont and assist visitors with navigation.

Figure 27: Conceptual One-Way Street Illustration

demonstrates a perspective illustration of a unique place and view corridor within Ridgemont, the one-way street adjacent to the Central Linear Park. This unique design integrates multiple components including a large linear park, a custom street section, and street-oriented housing to facilitate a unique housing opportunity and active streetscape. The character of the areas is further enhanced by the continuity of the park spaces to the north and south. The unique park, narrow road design, adjacent housing, and public realm elements all combine to create a unique place unlike any other in the Town of Okotoks.



FIGURE 27: CONCEPTUAL ONE-WAY RESIDENTIAL STREET ILLUSTRATION



5.7 ARCHITECTURAL CONTROLS

Architectural Controls are intended to ensure a quality living environment with a consistent and identifiable built form while offering variety and choice to future home buyers.

The NASP has included this Urban Design Section to guide the future design and character of Ridgemont. It is intended to outline the overarching vision for the plan area and facilitate a cohesive design and distinct sense of place. The descriptions and policies are intended to provide a level of certainty as to the quality and continuity of design elements within Ridgemont, while allowing for some flexibility to expand upon in more detailed Architectural Controls, to be developed at the time of subdivision.

Ridgemont's Architectural Controls will include a comprehensive approach with home builder partners to collaborate on all the required levels of details, ensuring a visually appealing, affordable, high quality product that aligns with the community's theme and that is supported by the market. The development of the Architectural Controls closer to build-out allows for the design vision to be more clearly articulated.





5.8 DESIGNING GREAT NEIGHBOURHOODS

The Ridgemont 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: Ridgemont has been designed in a compact form around an extensive park space network. Ridgemont plans for a variety of residential housing types and densities distributed throughout the plan area integrated with diverse parks and open space and a regionally oriented commercial centre. This distribution of housing and built amenity spaces ensures that all residents are within walking distance of one of the many destinations within Ridgemont.

Neighbourhoods are inclusive: Ridgemont 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.

Neighbourhood amenities and facilities support the social, cultural, and recreational needs of residents: Ridgemont includes a unique commercial centre, a large linear park, an innovative Storm Park, 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.



Neighbourhoods are connected: The Ridgemont road network has been designed in a warped grid around the central park 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.

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, and wayfinding. The regional pathways have also been designed with connectivity that facilitates efficient snow clearing.

Neighbourhood Health Equity: Many components of Ridgemont 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 Ridgemont NASP describes a unique commercial centre that could support a variety of commercial and retail uses in response to market demand. In addition, there are a variety of multi-family sites throughout the plan area that could support a range of densities in response to market demand. Finally, the provision of a significant amount of laned housing throughout the plan area allows opportunities for the addition of accessory dwelling units. The plan has been designed to respond to the eastern quarter whether it develops entirely with employment uses or includes some additional residential.



5.9 URBAN DESIGN POLICIES

SECTION 5.0 URBAN DESIGN POLICIES	
5.1	Architectural Controls will be prepared with each phase of subdivision, and may be registered on title.
5.2	Development adjacent to the existing Crystal Shores community and the Crystal Ridge Golf Course should be designed to facilitate sensitive transitions and compatible interfaces.
5.3	The interface area adjacent to Crystal Green Lane should consist of landscaping, street furnishings and architectural designs and complement the existing residential on the south side of Crystal Green Lane.
5.4	Figures 25, 26 and 27 are conceptual and specific housing types and landscape design may vary from those illustrated.
Residential	
5.5	Residential development should be designed in accordance with the guidelines outlined in Section 5.4 of this NASP.
5.6	Single detached homes that follow zero lot line design specifications should be permitted within the medium density areas identified in Figure 7: Land Use Concept .
5.7	Residential buildings will be street oriented and provide similar housing scales on either side of the street where applicable.
5.8	Dwellings situated on corner lots or backing onto amenities should have equivalent architectural detailing and featuring on both frontages to create an attractive streetscape.
5.9	Where front-garage homes are permitted, garage door designs should add architectural character to the overall streetscape and consider inclusion of glazing or additional detailing.
5.10	Comprehensively planned high density sites should be designed to present an attractive and pedestrian scale interface to the street, especially along collector roads.
5.11	Comprehensively planned high density sites should visually screen outdoor parking areas by locating them interior to the site or screening with landscaping.
5.12	Comprehensively planned high density sites should include interior pedestrian infrastructure, landscaping, potential pocket parks for outdoor gathering, and shall employ low impact development strategies to help manage on-site stormwater.
Commercial	
5.13	Commercial development should be designed in accordance with the guidelines outlined in Section 5.5 of this NASP.
5.14	The commercial site should be designed with a variety of building sizes and orientations to facilitate a mix of uses and flexibility of users over time.
5.15	Massing within the commercial site should seek to break large buildings into smaller increments both at the roof and at the base.
5.16	The architectural character of the commercial site should be consistent across the site with a distinct sense of place.
5.17	The architectural character of the commercial site should be cohesive with the surrounding residential development and park infrastructure.
5.18	The commercial area should be designed with an internal “main street” that bisects the site and provides an enhanced pedestrian experience and street parking.



5.19	The commercial area internal main street should be designed as an attractive pedestrian scaled main street with features such as wide sidewalks, street tree planters, decorative lighting, enhanced pavement treatments, enhanced crosswalks and pedestrian and cyclist-oriented furnishings.
5.20	All buildings fronting onto the commercial area main street should have direct access to the street. Building features should enhance the community character and pedestrian experience such as clear glazing, awnings, pedestrian level signage and clear connections to building entries.
5.21	Commercial businesses located on the main street should maintain the main street frontage as the primary building access.
5.22	The commercial area main street will be private with detailed design subject to approval by the Approving Authority at the development permit stage.
5.23	Protected pedestrian walkways should be included in the commercial site design to ensure that users walking through the site have safe, accessible access throughout the Neighbourhood Hub.
5.24	The Neighbourhood Hub must be designed to be accessible by multiple modes from all edges.
5.25	The commercial site should be designed to present an attractive and pedestrian scale interface to the adjacent collector and arterial roads, and may face the primary access towards the collector network to the east and south.

5.26	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.
5.27	One drive-thru business in addition to a gas station drive-thru (Gas-bar) will be permitted within the commercial site.
5.28	The Gas-bar should be designed to match the overall architectural theme of the commercial area
5.29	Outdoor amenity space will be provided within the Neighbourhood Hub to provide a place for outdoor gathering, socialization or seasonal patios.
5.30	Where appropriate, commercial development shall employ low impact development strategies to help manage on-site stormwater.
Public Realm	
5.31	Prominent locations identified on Figure 24: Design Innovation and Viewsheds should provide enhanced signage, landscaping or public art to facilitate unique a unique sense of place at key viewsheds.
5.32	Community entrance points 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.



Section 6.0



Mobility

6.1 REGIONAL ROAD NETWORK

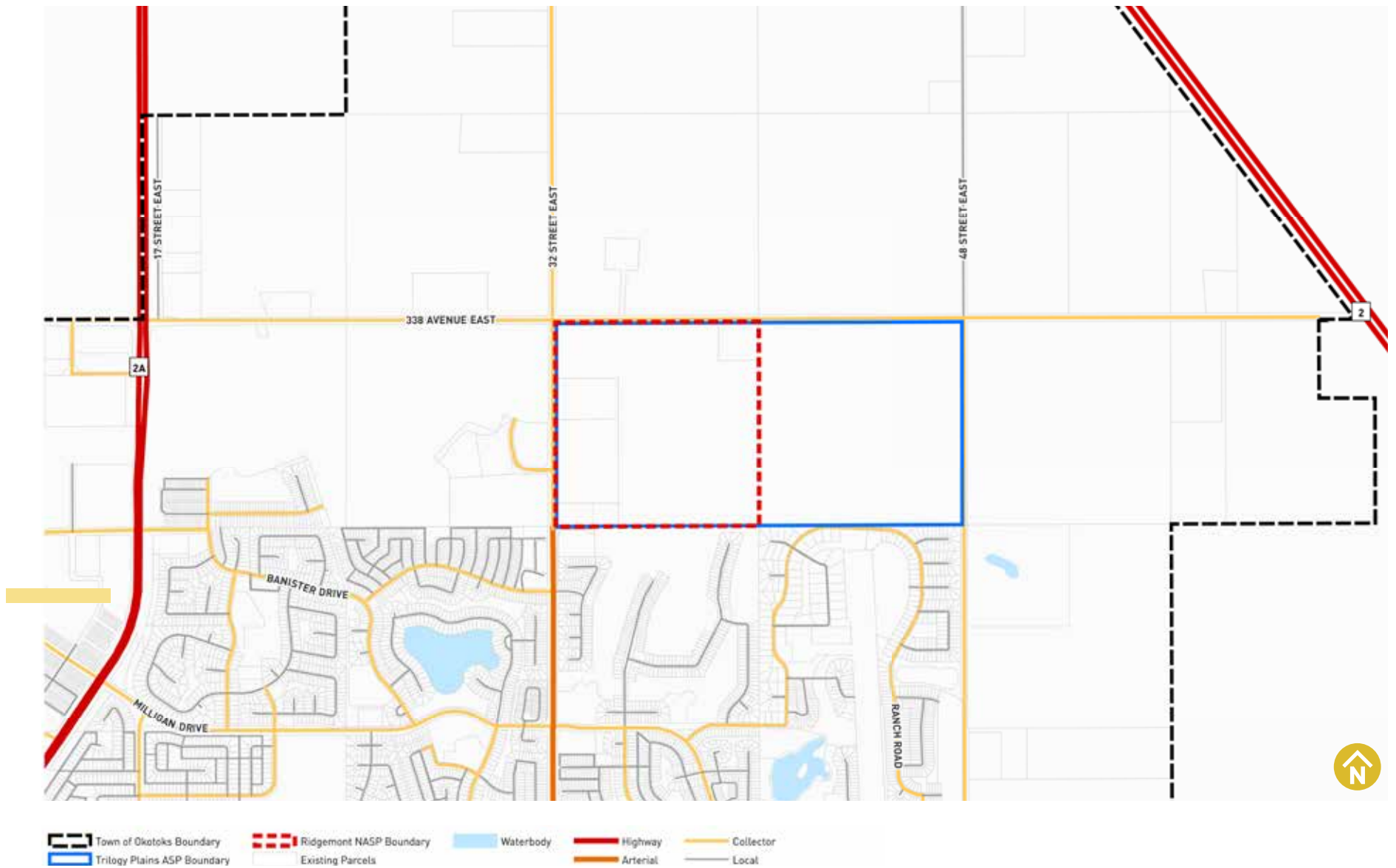
The Ridgemont plan area is bounded on the north by 338 Ave E, to the west by 32 St E, and on the south by Crystal Green Lane and the Crystal Ridge Golf Course. There are two collector access points proposed into Ridgemont from 338 Ave E and three from 32 St E.

The adjacent arterial roads and multiple access points will ensure Ridgemont is a well connected community to existing and future development areas.





FIGURE 28: REGIONAL ROAD NETWORK



6.1.1 338 AVENUE EAST

338 Ave E runs along the northern edge of the plan area and is currently a two-lane collector road designed to rural standards. It spans between Highway 2A approximately 1.6 km west of the plan area and Highway 2 approximately 2.4 km east of the plan area. The connection of 338 Ave E with Highway 2 is expected to be upgraded to an interchange in the future. In addition, 338 Ave E is expected to be upgraded to a four (4) or six (6) lane arterial road in the future.

A Functional Transportation Study is currently being completed by the Town of Okotoks to identify the most appropriate design and phasing of upgrades to accommodate anticipated increases in traffic on 338 Ave E as a result of interchange upgrades and regional growth.

The Trilogy Plains ASP assumed an ultimate right-of-way of 40.0 metres for 338 Ave E adjacent to the Ridgemont plan area, which has been increased to 46.0 metres in the Ridgemont NASP based on preliminary findings of the Functional Transportation Study. The current right of way for 338 Ave E is approximately 30.0 m (20.0 m road allowance plus an additional 5.0m on either side). A strip of land along the northern edge of the Ridgemont plan area will be purchased by the Town to accommodate future road widening. Any variance from this assumed right-of-way in the final Functional Transportation Study will not require an update to the NASP maps or statistics.

6.1.2 32 STREET EAST

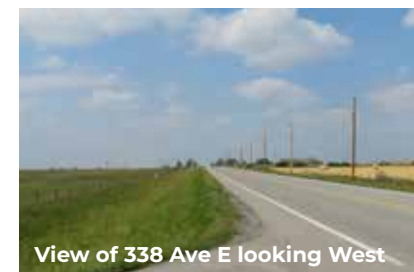
32 St E is currently a two-lane collector road with an approximately 33.0 metre right-of-way. The original 20.0 metre right-of-way has already been widened by approximately 5.0 to 8.0 metres on the west side and approximately 5.0 metres on the east side.

The Trilogy Plains ASP stated that the preliminary ultimate design for 32 St E provided by the Town identifies a four-lane divided arterial road within a 36.6 metre right-of-way. The Ridgemont NASP land use concept has also assumed an ultimate 36.6m right-of-way and has identified +/- 3.1 - 3.3 metre road widening along the western edge of the plan area to accommodate the ultimate design.

Future functional planning for the 32 St E road design and intersection controls will be undertaken by the Town of Okotoks in the future. Minor adjustments to the Ridgemont road rights-of-way at the intersections with 32 Street may occur and will not require amendment to the NASP.



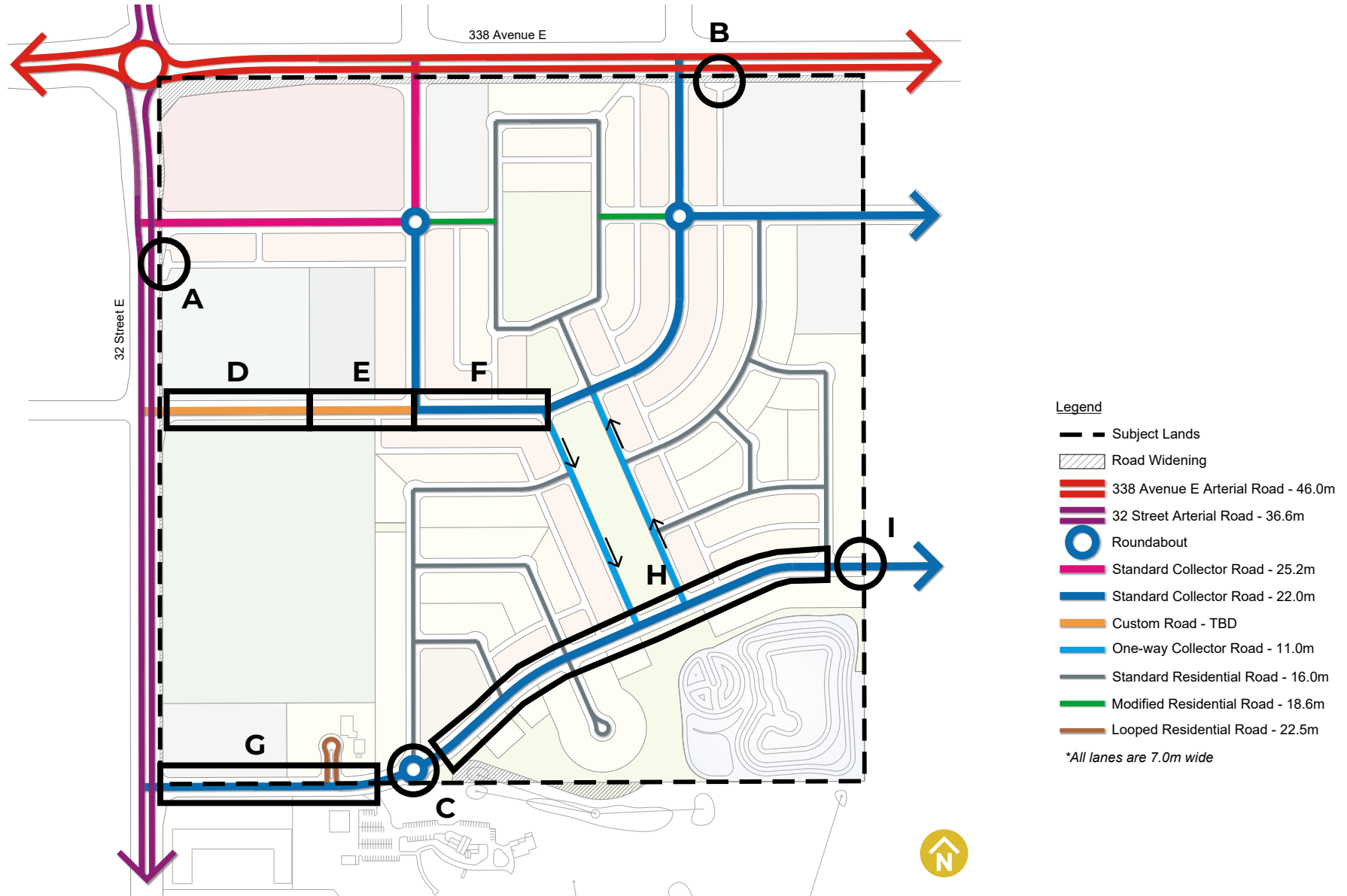
View of 32 St E looking South



View of 338 Ave E looking West






FIGURE 29: INTERNAL ROAD NETWORK



6.2 INTERNAL ROAD NETWORK

The Ridgemont 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 park network, providing efficient connectivity throughout the neighbourhood. 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 29: Internal Road Network** is comprised of seven (7) different road sections that are in alignment with or slightly modified from the Town of Okotoks Complete Streets Guidelines:

-  Custom Road Section (TBD)
-  Standard Collector Road (25.2m)
-  Standard Collector Road (22.0m)
-  One-way Collector Road (11.0m)
-  Standard Residential Road (16.0m)
-  Modified Residential Road (18.6m)
-  Looped Residential Road (22.5m)

Ridgemont is well connected to the surrounding areas with two arterial road connections on 338 Ave E to the north, three connections to 32 St E to the west, and two connections to the future communities to the east. These road connections all include adjacent pathways or sidewalks for pedestrian access with an additional pathway connection within the Storm Park in the southeast corner.

FIGURE 30: ROAD SECTION | STANDARD COLLECTOR ROAD – 25.2M

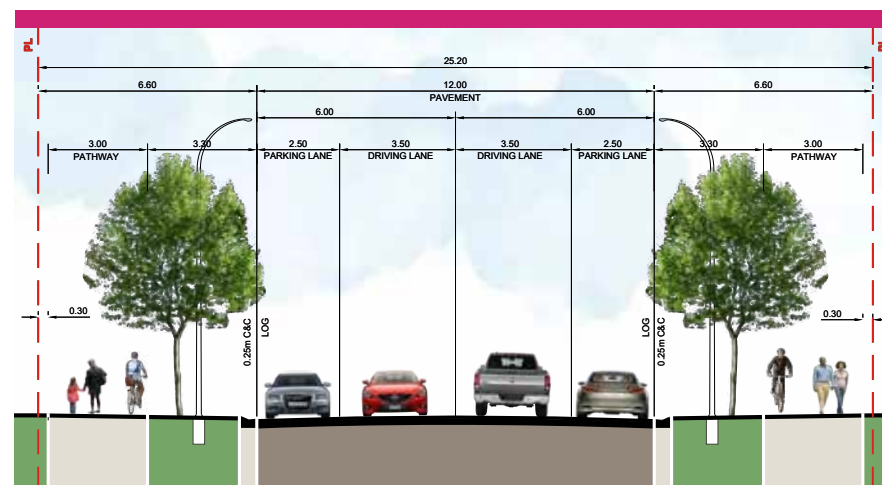


FIGURE 31: ROAD SECTION | STANDARD COLLECTOR ROAD – 22.0M

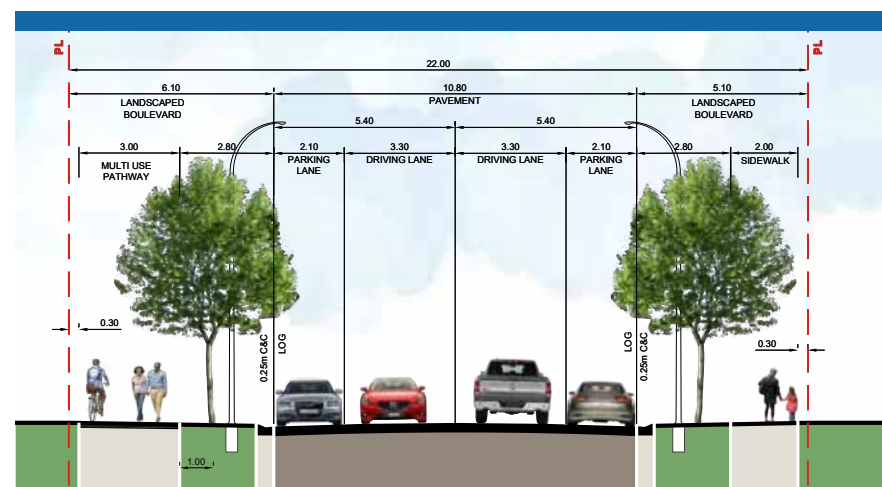




FIGURE 32: ROAD SECTION | MODIFIED ONE-WAY COLLECTOR ROAD – 11.0M

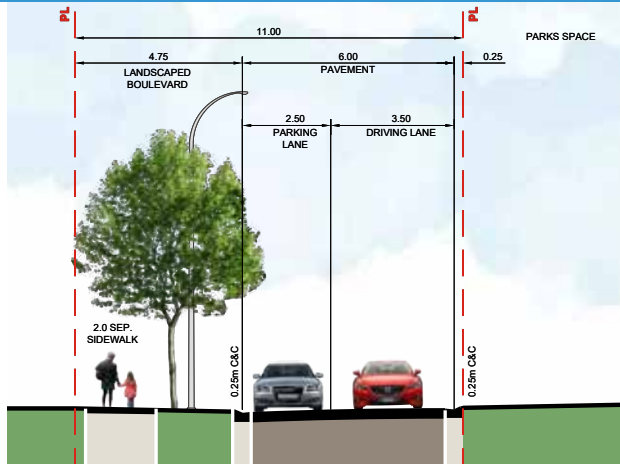


FIGURE 33: ROAD SECTION | STANDARD RESIDENTIAL ROAD – 16.0M

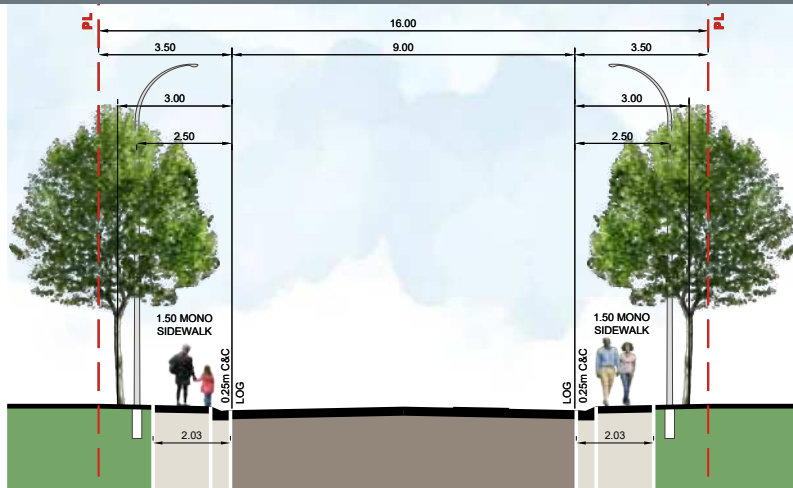


FIGURE 34: ROAD SECTION | MODIFIED RESIDENTIAL ROAD – 18.6M

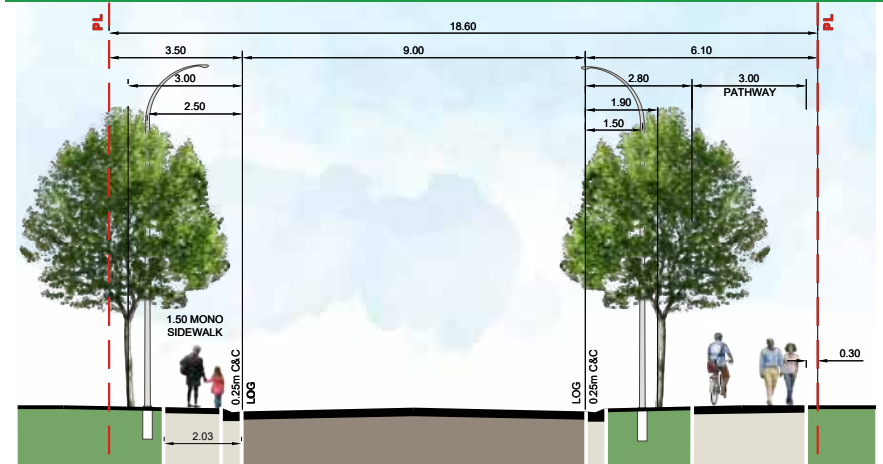
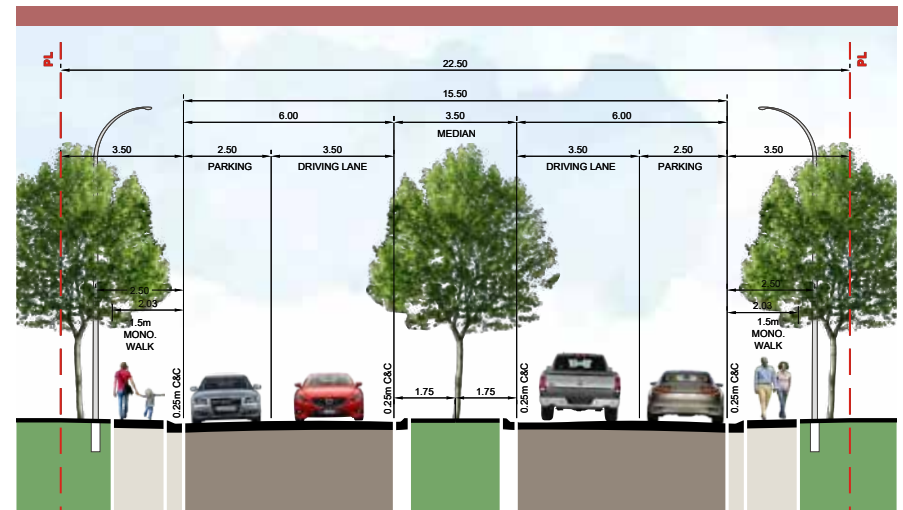


FIGURE 35: ROAD SECTION | LOOPED RESIDENTIAL ROAD – 22.5M



6.3 TRANSPORTATION IMPACT ASSESSMENT

In support of the Ridgemont NASP, a Transportation Impact Assessment (TIA) was undertaken by WATT Consulting Group 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 and upgrades which may be required to the surrounding transportation network in future horizons.

The scope of the TIA included the following key elements:

- Existing Conditions Review
- Trip Generation & Distribution
- Forecast Model Update
- Capacity Analysis (Existing Conditions & 2045 Horizon (Post Development))
- Review of Average Annual Daily Traffic (AADT) and Preliminary Internal Intersection Controls
- Access Review for Church / School
- Active Modes & Transit Summary

The existing road network includes 338 Ave E along the northern edge of the plan area, 32 St E along the western edge of the plan area, a short road providing access to the St. James Church and

Holy Trinity Academy School, and Crystal Green Lane providing access to the Crystal Ridge Golf Course and an existing multi-unit residential building. A review of existing traffic volumes along these roads and turning movements at the intersections was conducted as part of the TIA to understand baseline conditions. Based on this analysis it was identified that no upgrades to the transportation infrastructure are required to support existing traffic volumes.

Concerning new development, Ridgemont is proposed to include commercial development in the northwest corner of the plan area as well as a range of residential housing options throughout the neighbourhood. The estimated units and population were utilized to identify potential trip generation for the new development, and the impacts on the road network up to a forecast horizon of 2045. This forecast also included assumptions about other background growth within the Town of Okotoks, including the eastern quarter section of the Trilogy Plains ASP. Assumptions were coordinated with the Town of Okotoks to ensure consistency with the 338 Functional Transportation Study underway and other external TIA assumptions.



Several external road infrastructure improvements, recommended to be implemented in a staged approach, were assumed to be in place by the 2045 horizon:

32 St E | Upgrade to a four-lane section

338 Ave E | Upgrade to a four-lane section

338 Ave E & 32 St E Intersection | Two-lane roundabout

338 Ave E & 32 St E | Install traffic signals at all collector intersections to plan area when warranted

The timing of these infrastructure improvements should be identified with updates to the transportation assessment at each phase of subdivision for Ridgemont and other surrounding development.

The TIA also examined the proposed internal road network and some key conclusions of this review are as follows:

The average annual daily traffic (AADT) for the internal transportation network was estimated as part of the analysis for the TIA. This information was used to select appropriate sections for the community based on the Town standards.

Traffic control for the internal intersections was assessed and based on the anticipated AADT, all internal intersections are expected to provide an acceptable level of service (LOS) under a stop control or single lane roundabout condition.

The Church/School access roadway is intended to be converted from a private road to a public street in the future. The ultimate section for the new public roadway is still being determined through discussions with the Town and stakeholders.

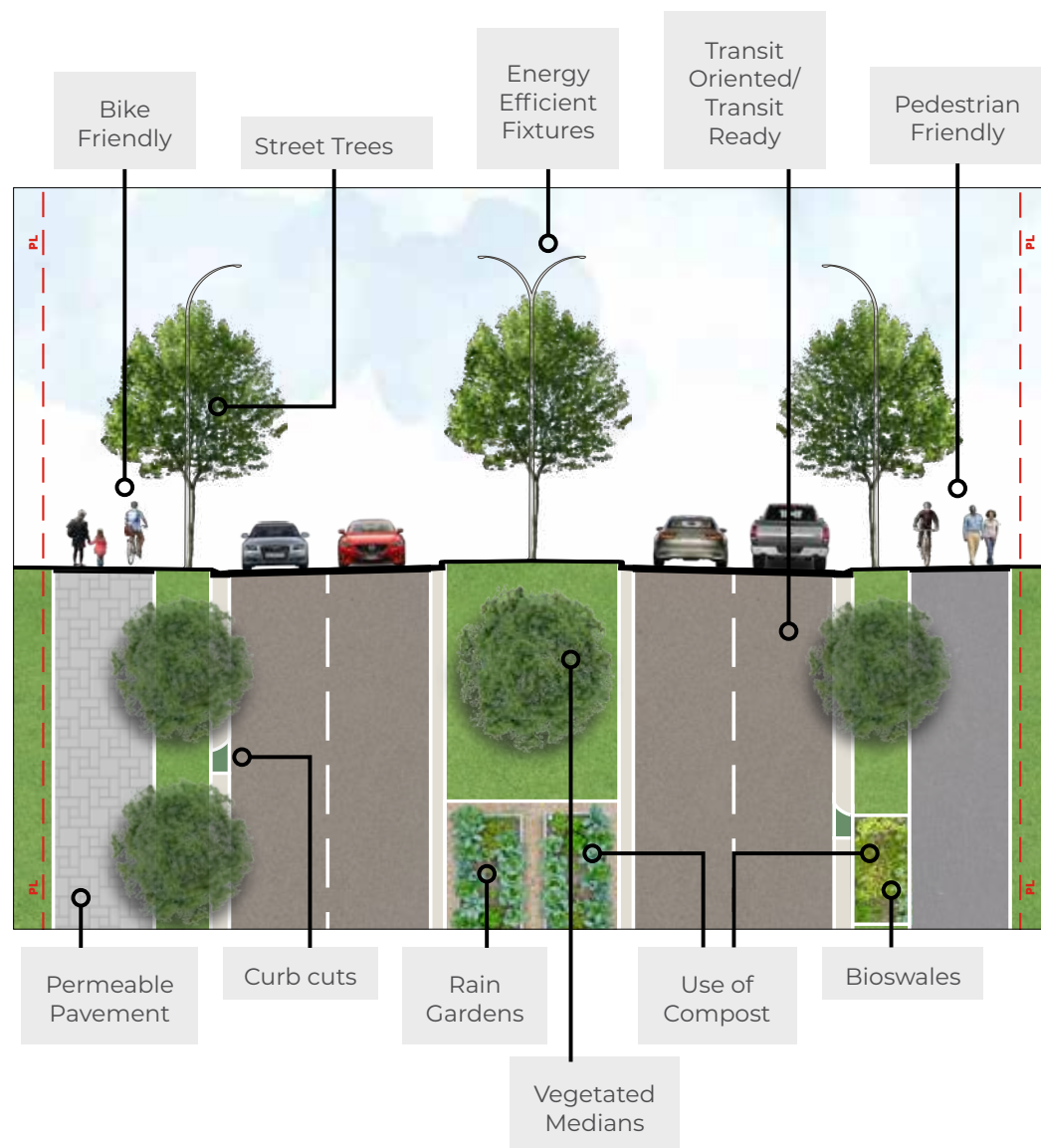
To improve access to the Ridgemont commercial site and the broader community, the proposed Commercial Access was analyzed as an all-turns access. Not only will this provide direct access to the commercial area, but it will also improve the traffic distribution patterns within the site and make the commercial site more viable. The intersection was also examined as a right-in right-out upon request from the Town, which also provided adequate levels of service.

6.4 GREEN STREETS

Green streets are a stormwater management approach to street design that incorporates vegetation, soil and engineered systems to slow, filter, and cleanse stormwater 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. Ridgemont's internal road network is comprised of seven (7) different road sections 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 in Ridgemont.

Green street objectives will be achieved throughout Ridgemont 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.

EXAMPLE OF GREEN STREET FEATURES





6.5 TRANSIT

The 2019 Okotoks Local Transit Implementation Plan identified that a fixed-route public transit system will be implemented in the Town of Okotoks, which is currently operating as an on-demand system. Whether fixed-route or on-demand, Ridgemont will be able to easily accommodate public transit through the community along the collector road network with connections between 338 Ave E and 32 St E. The layout of the collector street network ensures adequate coverage for transit if regular service transit is provided to this area in the future. Transit stops will be located near the multi-family sites and key community destinations such as the commercial retail area and the Holy Trinity Academy and St. James Church.

Although the internal street network of Ridgemont has been designed to accommodate future transit service, a more comprehensive plan identifying the future stop locations and routes would be needed prior to implementation. A conceptual route and potential stop locations have been identified on **Figure 36**, but may be subject to change depending on the Town's ultimate transit routing.

6.6 ACTIVE TRANSPORTATION & SAFE ROUTES

As noted in the Okotoks 2015 Active Transportation Strategy, a Safe Route *“is an established, defined route that is designed to allow children to safely use active transportation to get to major facilities and to get to and from school daily”*. The Ridgemont NASP supports the implementation of safe routes throughout the neighbourhood, especially between key destinations. The features addressed that encourage active transportation also support the provision of safe routes. These consist of a variety of on and off-street regional pathways, local pathways, and sidewalks throughout the community. For illustration, some safe routes to the school have been demonstrated on **Figure 36: Active Transportation and Future Transit**.

The Ridgemont NASP identifies regional pathways on one side of the majority of the collector network and through the connected central park system. In most cases, the regional pathway has been identified on the north side of the street to support snow melt and all-season use. Supplementing the regional pathway network within park spaces will be additional local pathway connections, and all streets will have a sidewalk or pathway on at least one side.

The Neighbourhood Hub and comprehensively planned multi-family sites will also include interior pathways and sidewalks for all non-vehicular modes.

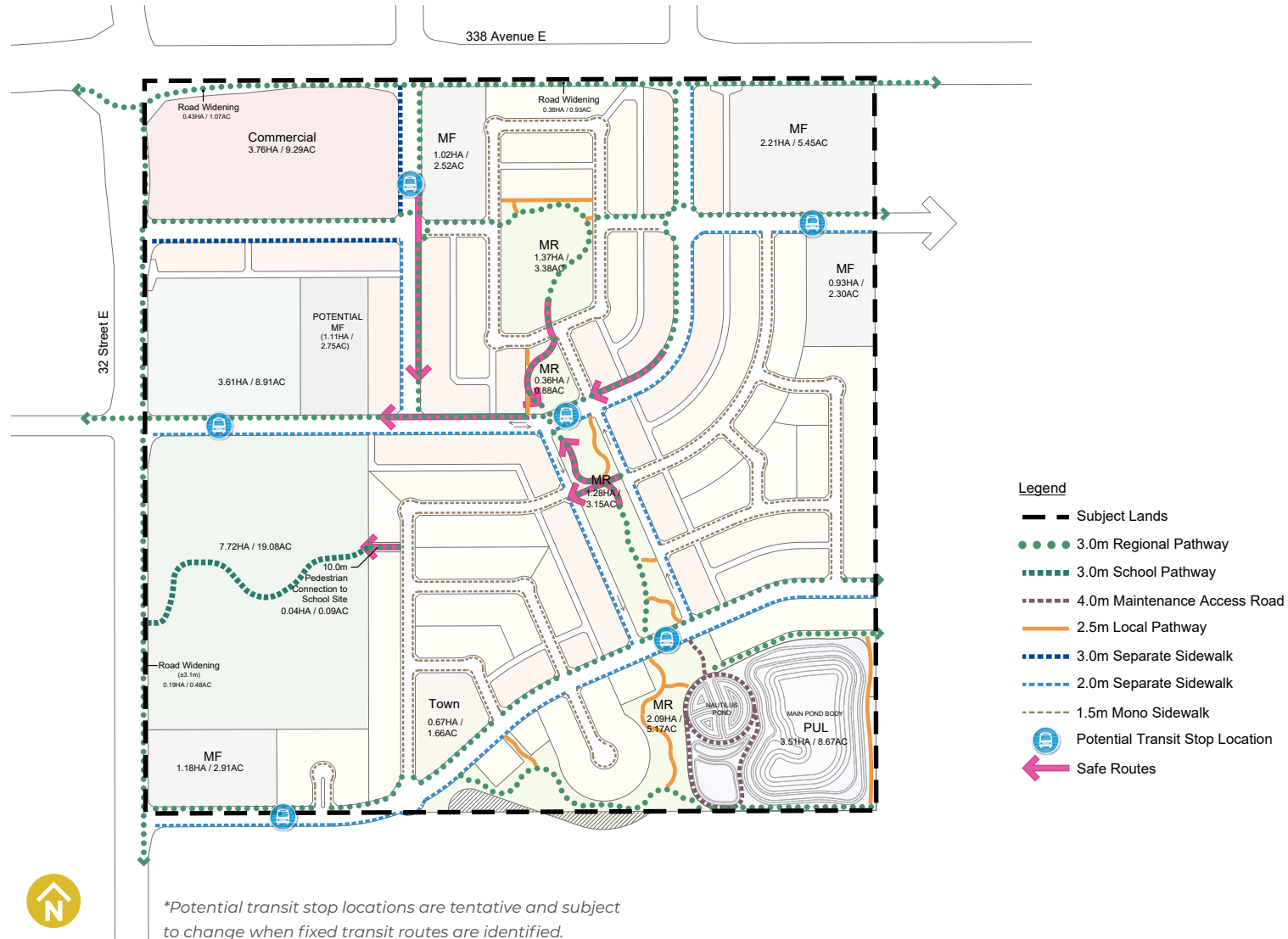
Holy Trinity Academy will be connected to the regional pathway network from the road to the north, as well as by a local pathway connection to the east of the existing parking lot. An additional pathway connection between this park and 32 St E has also been identified on the school lands, to potentially be constructed at the discretion and cost of the school and/or Town.

These connections facilitate safe and active routes to the school for walking, cycling, or rolling. To support safety, the road in front of the high school may also require some form of traffic calming measures to accommodate the Ridgemont traffic. These design features may include but are not limited to pavement marking, raised pavement, or enhanced signage. Any changes on the school-owned lands will be at the discretion of the school. It is the intent that this existing private road will be transitioned to a public street at the time that it is extended into Ridgemont.

Safe route features are also encouraged in other areas of the community to provide children with safe access to a variety of destinations. For example, the park system is entirely connected and contains regional pathways that remove users from the roadway, and crosswalks will be marked where these regional pathways connect across the collector roads.



FIGURE 36: ACTIVE TRANSPORTATION & FUTURE TRANSIT



6.7 MOBILITY POLICIES

SECTION 2.0 | BACKGROUND STUDY POLICIES

Regional Road Network

- | | |
|-----|--|
| 6.1 | The 338 Avenue Functional Transportation Study should be accepted by the Town prior to the subdivision of phases abutting 338 Ave E. |
| 6.2 | The ultimate right-of-way width and the design of intersections along 338 Avenue will be in alignment with the final recommendations of the 338 Avenue Functional Transportation Study. |
| 6.3 | If the 338 Avenue Functional Transportation Study, or future 32 Street Transportation Study, identifies an alternate right of way or intersections 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%. No updates to the NASP figures, statistics or text will be required to account for minor variances. |
| 6.4 | At the time of subdivision of lands abutting 338 Ave E, a strip of land along the northern edge of the plan area will be subdivided to accommodate road widening in accordance with the ultimate right-of-way identified in the 338 Avenue Functional Transportation Study, no greater than 46.0 metres, distributed equally to the north and south of the existing right-of-way. A portion of the lands required for the proposed traffic circle and road widening on the southern side will be provided by Lamont Land and a portion will be purchased by the Town of Okotoks. The specific areas and value of the land will be negotiated at the time of subdivision. |

- | | |
|-----|--|
| 6.5 | At the time of subdivision of lands abutting 32 St E a strip of land along the western edge of the Lamont Land owned lands within the plan area must be provided to accommodate road widening for an ultimate 36.6m right of way. |
| 6.6 | At the time of subdivision, the ultimate right-of-way width and the design of intersections along 32 Street will be in alignment with the recommendations of a Functional Transportation Study undertaken by the Town. Minor revisions to the statistics outlined NASP resulting from detailed intersection designs will not require an amendment to the NASP. |
| 6.7 | The subdivision of Phase 4A as identified in Figure 41: Phasing will not be approved until the design of the intersection with 32 Street, within that phase, has been justified with transportation analysis approved by the Town. |
| 6.8 | Lands required to accommodate the widening of 32 St E and 338 Ave E should be coordinated between the Town of Okotoks and the respective landowners. |

Local Road Network

- | | |
|------|--|
| 6.9 | The internal road network and pathways must be in general alignment with Figure 29: Internal Road Network and the corresponding sections in this plan. Minor adjustments to the internal road network and pathways will not require an amendment to this plan provided adequate connectivity is maintained throughout and beyond the plan area for all modes. |
| 6.10 | Roundabouts should be designed to facilitate safe and comfortable pedestrian connections, accommodate design vehicles, achieve design speed and sightline requirements, etc. in accordance with applicable specifications and typical practice used in Okotoks. |



6.11	Multiple conceptual access points have been shown on the commercial site with the adjacent 338 Ave E, 32 St E and internal collector network. The final number, location, and detailed design of these access points will be subject to approval at the development permit stage.
6.12	If approved with the development permit, direct right-in right-out access to and from the commercial site and 32 St E, may be removed if the staging of the roundabout at 338 Ave E and 32 St E progresses to include a dedicated right turn lane.
6.13	On Figure 29: Internal Road Network two locations have been identified as “A” and “B” where lanes are identified to meet an arterial road, and have been illustrated with hammerhead turnarounds. At the time of subdivision, alternate turnaround designs to Okotoks requirements may be considered. Changes to the design will not require an amendment to the NASP.
6.14	On Figure 29: Internal Road Network the roundabout identified in location “C” may be realigned at the time of subdivision in consideration of the golf course access requirements and efficient adjacent land uses. Any realignment of this roundabout and connecting roads at the time of subdivision will not require update to the NASP.
6.15	The road identified in location “D” on Figure 29: Internal Road Network should be upgraded with Phase 2 as identified in Figure 41: Phasing . Detailed design, construction and cost obligations for the upgrades will be subject to agreement between the developer and Town of Okotoks at the time of Phase 2 subdivision.

6.16	The road identified in location “D” on Figure 29: Internal Road Network should be transitioned to a public road right-of-way to be coordinated between the Town of Okotoks and the respective landowners. If this road segment does not transition from a private to public road, an amendment to the NASP will be required.
6.17	If the road identified in location “D” on Figure 29: Internal Road Network is upgraded, the cost for its design and upgrade will be shared between the Town of Okotoks, the St. James Church, the Holy Trinity Academy School and Lamont Land. The distribution of these costs will be identified in a cost sharing agreement.
6.18	On Figure 29: Internal Road Network , the portion of road identified in location “E” will be constructed as part of Phase 2 identified in Figure 41: Phasing . This connection will facilitate vehicular and pedestrian connection between 32 St E and Ridgemont and will appropriately realign parking lot access on the school site as required.
6.19	On Figure 29: Internal Road Network , improvements to the existing road and accesses identified in location “G” will be completed as part of Phase 1 identified in Figure 41: Phasing .
6.20	On Figure 29: Internal Road Network , the road identified in location “F” will be designed to transition between the custom design implemented in locations “D” and “E” and the standard 22.0m collector road section.
6.21	On Figure 29: Internal Road Network , the road identified in location “H” should include traffic calming measures between 32 St E and the future development lands to the east to reduce traffic volumes, and discourage large vehicles or fast-moving traffic.

6.22	On Figure 29: Internal Road Network the location identified as "I" provides a second collector road connection between the Ridgemont plan area and the lands to the east within the Trilogy Plains ASP. To reduce cut through traffic between 32 St E and the employment area to the east, this connection may not be made or may be located further north. If when development occurs on the lands to the east, a connection is not made or the location of the connection is changed, transportation analysis and approval from the Town of Okotoks will be required.
6.23	Green street features and/or low impact development (LID) design elements shall be incorporated on collector roads within the Plan Area.
Transit	
6.24	The collector road network should be designed to accommodate future transit routes and stops.
6.25	Conceptual transit stops have been identified on Figure 36: Active Transportation & Future Transit . These locations can be revised without an amendment to the NASP. If future transit service is implemented in Ridgemont, 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.
Active Transportation	
6.26	Regional pathways must be provided on at least one side of all collector roads within the plan area in accordance with the sections identified in Figures 30, 31, 32, 33, 34, 35 & 36 .

6.27	Pathways should be in accordance with the pathway classifications shown in Figure 36: Active Transportation Network and the Town's General Design and Construction Specifications.
6.28	A continuous on-street and off-street pathway / sidewalk network must be provided to facilitate connections for residents to parks and open spaces, the Neighbourhood Hub commercial areas and amenities, school sites, and potential future transit facilities within and beyond the community.
6.29	Enhanced crosswalks will be required where a regional pathway crosses a road. Enhanced crosswalks may include curb extensions, rapid flashing beacon systems or other features.
6.30	The active transportation network shown in Figure 36: Active Transportation Network should be supported by pedestrian-oriented lighting, clear signage and wayfinding. Dedicated active modes infrastructure at community destinations will be provided, 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.
6.31	The pathway identified as "3.0m School Pathway" on Figure 7: Ridgemont NASP Land Use Concept and Figure 36: Active Transportation Network will have the route finalized and be constructed at the discretion and cost of the school and/or Town of Okotoks. If this pathway is not constructed, no update to the NASP will be required.



Section 7.0





Utility Servicing

7.1 UTILITY SERVICING

Ridgemont 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.

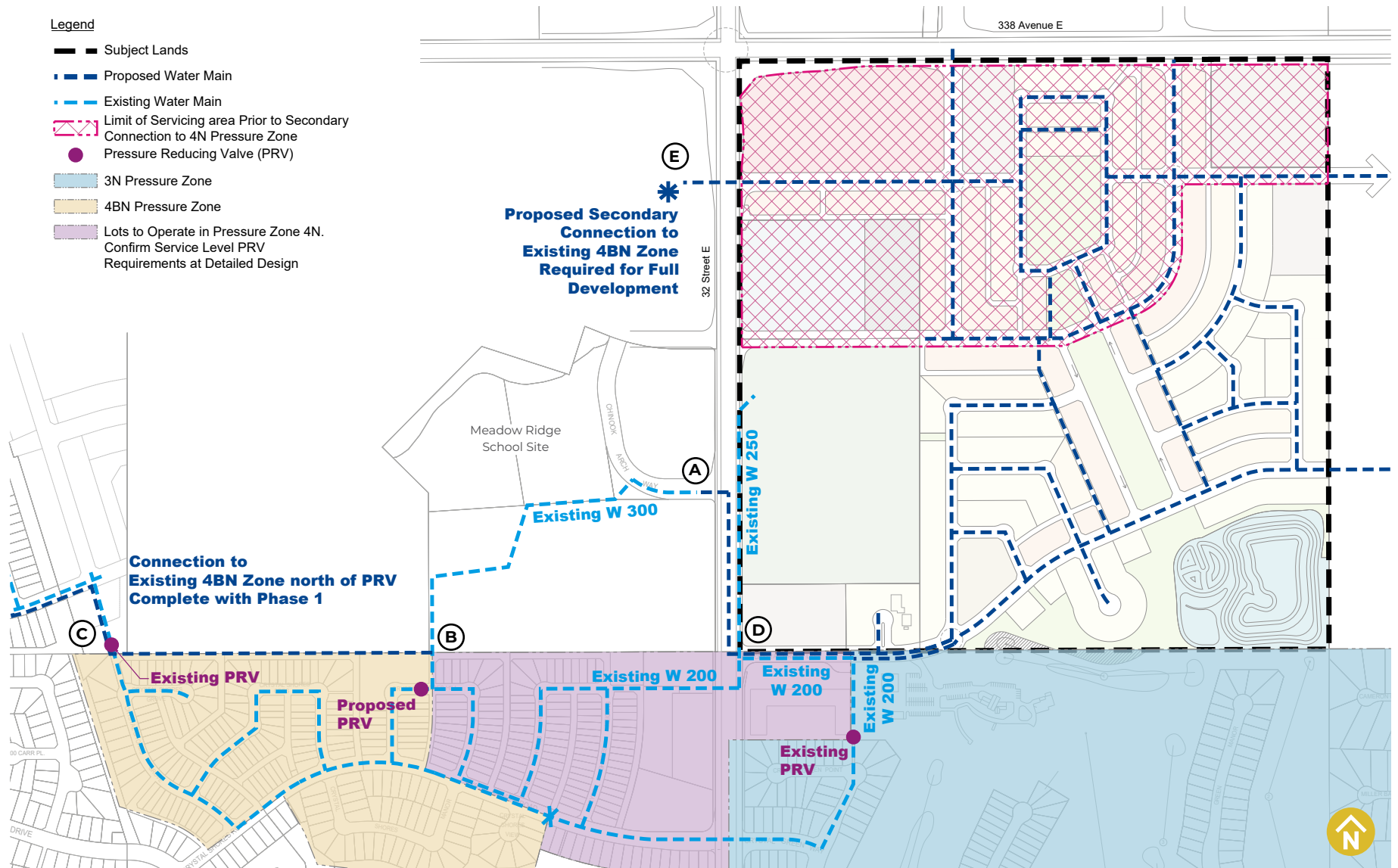
Stormwater runoff will be managed by a major and minor system generally draining towards the Storm Park in the southeast corner of the neighbourhood.

The following sections detail the general servicing approach throughout Ridgemont with additional details provided in technical reports under separate cover.





FIGURE 37: WATER SERVICING CONCEPT



Engineering design by CIMA+

7.2 WATER SERVICING

In support of the Ridgemont NASP a Water Servicing Study has been prepared to demonstrate how the interim and ultimate servicing for Ridgemont will operate within the Town's 4N pressure zone, by making connections to existing water infrastructure.

7.2.1 EXTERNAL WATER MAIN CONNECTIONS

Referring to **Figure 37: Water Servicing Concept**, water servicing for the Ridgemont plan area will occur in two stages to ensure that the entire development area operates within the 4N pressure zone at full build out.

The first stage of servicing will require a connection to existing watermain at multiple locations to provide sufficient water capacity, fire flows, and looping within the overall system.

As identified by annotation "A", a connection will be made to the existing watermain extending through the Meadow Ridge School site, west of 32 St E, which currently operates within the 4BN pressure zone. The new watermain connection will extend south down 32 St E, to enter the Ridgemont development along Crystal Green Lane in the southwest corner.

As identified by annotation "B", another connection will be made to the same main connecting to the Meadow Ridge School Site where it crosses the lane north of Crystal Shores Hill. A new

watermain will be extended to the West from this connection through Hessell Park and an existing paved lane to connect north of the existing pressure reducing valve (PRV) north of Crystal Shores Grove, near annotation "C". This connection will raise the existing watermain into the 4N pressure zone. As a result of this connection, a new PRV will need to be south of where the connection is made (annotation "B") so the western portion of the Crystal Shores neighbourhood will continue to operate in the 4BN pressure zone.

In the final step of the initial stage of servicing, as identified by annotation "D", Ridgemont will connect to the existing 4BN main at 32 St E and Crystal Green Lane. This main is currently providing service through the Crystal Shores neighbourhood to the Holy Trinity Academy High School and the multi-family development on the south side of Crystal Green Lane. The existing 4BN connection will be extended into Ridgemont to allow for looping of internal distribution mains operating in the 4N pressure zone, in alignment with Okotoks design guidelines.

With the first stage of connections noted above completed, the serviceable area for Ridgemont will be constrained by the limits of the 4BN pressure zone and will require the second stage of connections to the 4N pressure zone noted below.



The second stage of servicing will be completed within a later phase of the Ridgemont development and will likely require coordination and cooperation with the owner of the Wedderburn East quarter section. The proposed connection, identified by annotation “E”, will extend between the collector roadway south of the proposed commercial parcel and the Wedderburn development, where it can be connected to the existing Wedderburn system. The specific location of this connection will be identified at the detailed design stage for the applicable phases.

7.2.2 INTERNAL WATER MAIN NETWORK

Each phase of the Ridgemont development will support water servicing. Typically, water services are installed within the public roadways, which will be the case throughout the majority of Ridgemont. However, due to some innovative housing forms, there are two locations where water services will be installed elsewhere.

The first location where the watermain will not be installed within a roadway is to support servicing of park fronting residential units connected to the North Neighbourhood Park. In this location the watermain could be installed within the paved lane, or within a utility easement within the adjacent park (municipal reserve). The final location will be confirmed at the detailed design stage.

Park-fronting units have also been identified in the Townhome Park. The residential units fronting this park will likely be 4-plex units, which could be bank serviced from the roadways north and south of the MR. Again, the final location will be confirmed at the detailed design stage.

The second location where the watermain will not be installed within a roadway will be adjacent to the Central Linear Park that will be bordered by one-way streets. These narrowed one-way corridors are not wide enough to accommodate water, sanitary, and storm services within the roadways, therefore, the watermain will be located within the lanes and will service these units from the rear.

7.3 SANITARY SERVICING

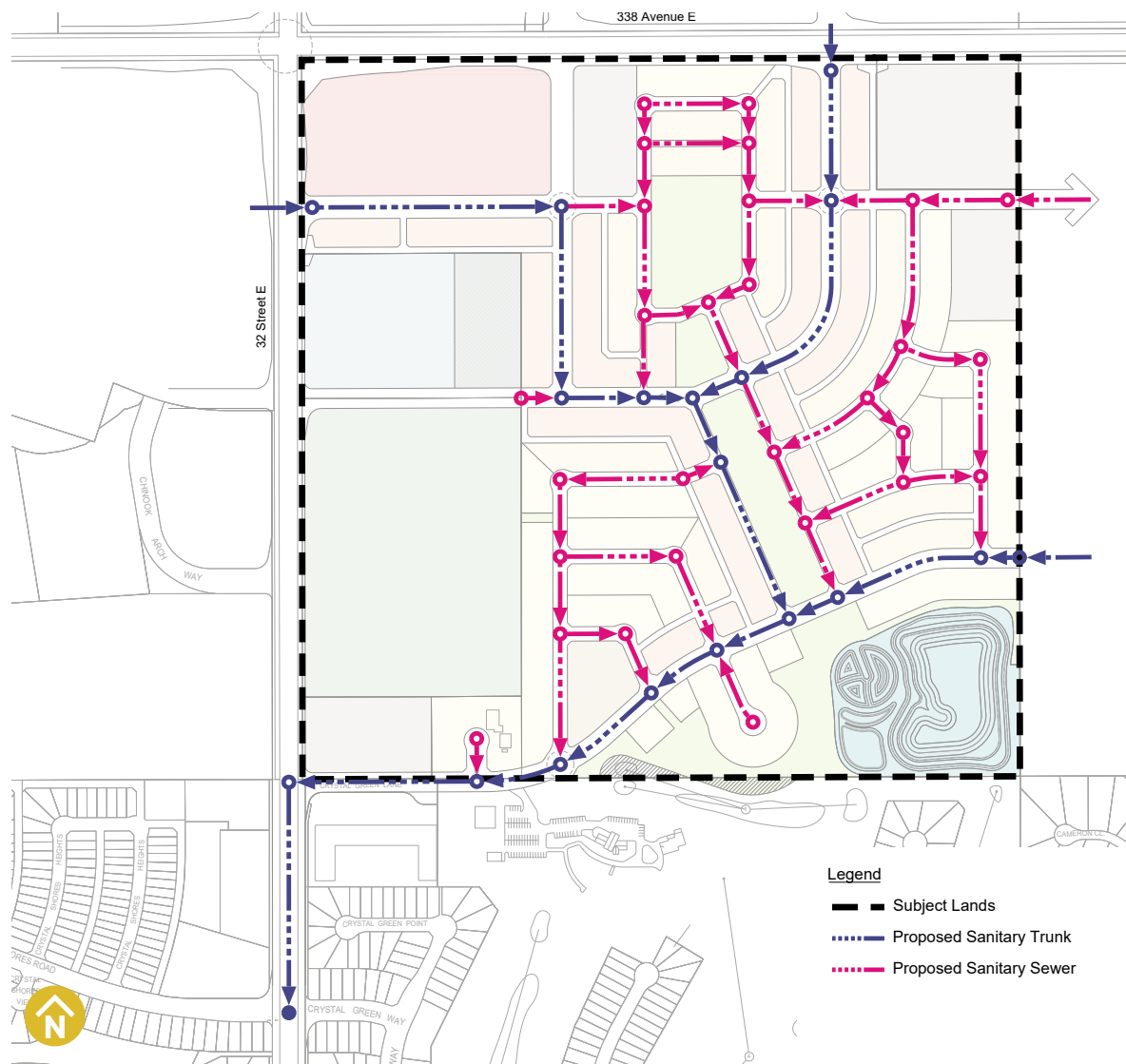
As illustrated in **Figure 38: Sanitary Servicing Concept**, the Ridgemont sanitary collection system will provide service to all residential and commercial parcels within the plan area. All wastewater collected will flow by gravity through the collection system to the south collector roadway where it will connect with a sanitary trunk main. This sanitary trunk main will be sized for regional use, to service both Ridgemont and future developable lands east and north of the Ridgemont plan area.



FIGURE 38: SANITARY SERVICING CONCEPT

In review of the May 2024 proposed update to the Town of Okotoks Sanitary Master Plan, two additional sanitary trunk mains will be required to be constructed within the Ridgemont plan area to service future developable lands north of 338 Avenue E. The two north / south trunk mains will connect to the trunk main located within the south collector roadway.

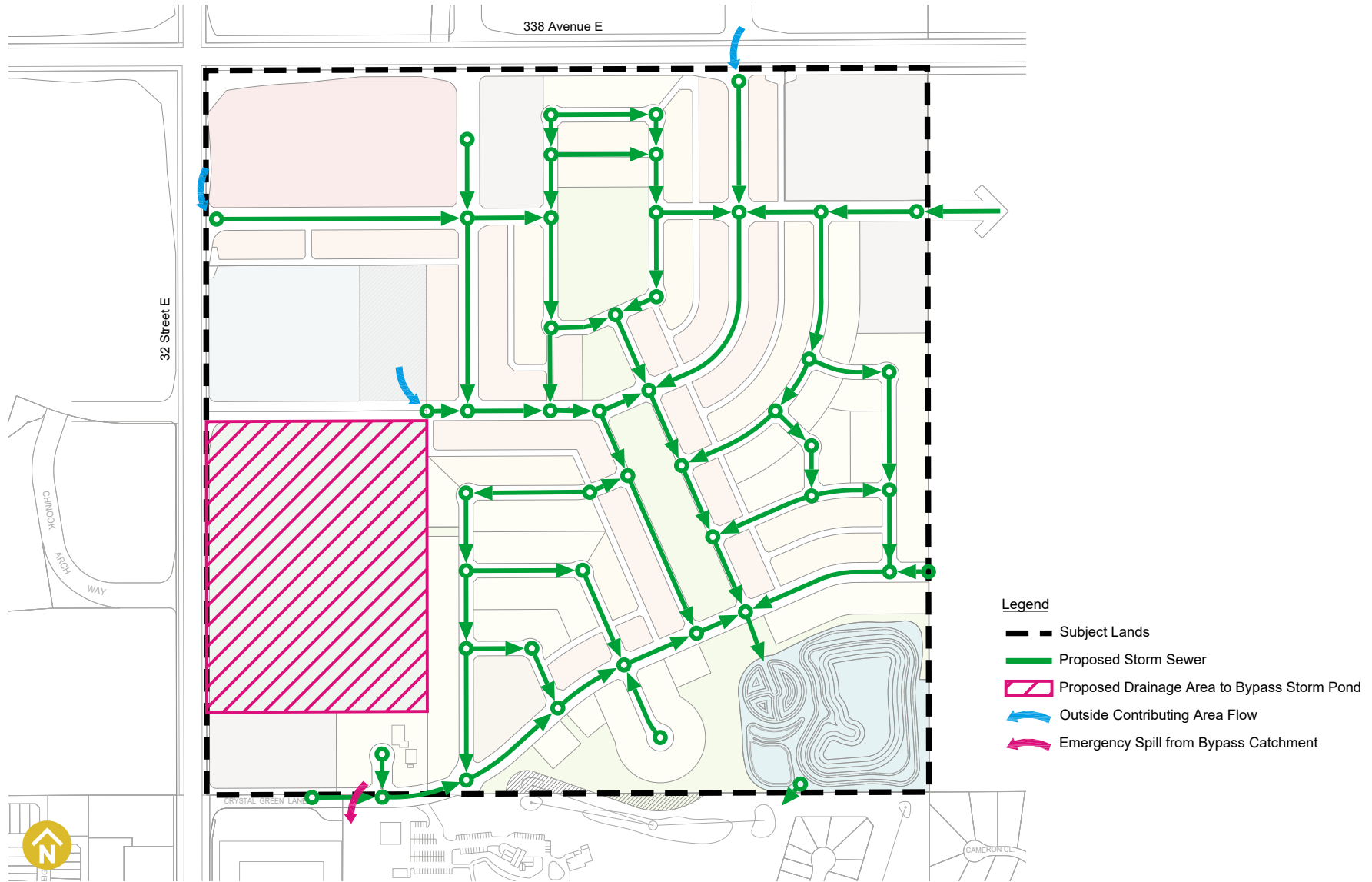
The sanitary trunk main within the south collector road will extend from the east boundary of the Ridgemont development to 32 St E. The alignment will deflect south along a future line assignment within the existing road right-of-way and connect to the Town's existing system in the intersection of 32 St E and Crystal Shores Road.



Engineering design by CIMA+



FIGURE 39: STORMWATER MANAGEMENT CONCEPT



Engineering design by CIMA+

7.4 STORMWATER MANAGEMENT

As demonstrated in **Figure 39: Stormwater Management**

Concept, stormwater is proposed to be managed within the new neighbourhood of Ridgemont through an underground pipe system and a uniquely designed storm pond, known as a “Storm Park” located in the southeast corner of the plan area. The technical and operational details of this system have been provided under separate cover in a Staged Master Drainage Plan (SMDP) prepared in collaboration by CIMA+ and MAGNA Engineering Services. This SMDP will be based on the recommendations of the Master Drainage Plan (MDP) prepared by CIMA+ in July 2022 to support the Trilogy Plains Area Structure Plan (ASP). The SMDP will outline the stormwater management strategies, including infrastructure requirements to handle surface runoff and the quality of the runoff generated from the plan area. This will ensure that an adequate level of service is provided for the development and that the downstream receiving infrastructures and drainage courses can safely handle the flows discharged from the development. The stormwater strategies apply to Ridgemont, with consideration for additional future development, and will meet the applicable provincial and municipal standards and requirements.

The development will employ a dual drainage system, that consists of an underground pipe network (minor system) and overland conveyance (major system) including emergency overland escape

routes. The runoff from the development will be conveyed to the stormwater facility (“Storm Park”) located in the southeast corner of the plan area.

The study area for the Ridgemont Storm Park Concept Design extends beyond the Ridgemont development area and includes upstream areas, north and west of the plan area, which flow through the Ridgemont lands. These offsite catchment areas consist of largely undeveloped agricultural lands, and discharge stormwater at unrestricted rates through natural drainages and culverts, and have been assumed to enter the system at the existing rates described in the MDP. As noted in the MDP, the offsite flows to the Ridgemont Storm Park shall be considered flow throughs to ensure the Ridgemont pond is not responsible for managing the difference. The design also accounts for stormwater drainage from the St. James Church site within the plan area, but the drainage from the Holy Trinity Academy School will drain to the south bypassing the Ridgemont sewer network and Storm Park.

The stormwater management system has been designed to attenuate and provide quality treatment for storm runoff to meet or exceed 1:100-year storm events. Additional details on the design and function of the MAGNA Engineering Services designed Storm Park have been outlined in **Section 7.4.1**.



Outflow from the Ridgemont Storm Park will discharge through both gravity and pumped flows. Gravity flows will be directed south through an overland route and pumped discharge is assumed to go to the Crystal Ridge Golf Course for irrigation. According to the “Crystal Ridge Stage IV, Stormwater Master Drainage Plan, Stantec 2002”, the series of existing ponds on the Crystal Ridge golf course will be able to accommodate and convey the discharge from the Ridgemont development.

7.4.1 STORM PARK

As illustrated in **Figure 39: Stormwater Management Concept** and **Figure 40: Storm Park Concept**, stormwater will be directed to a uniquely designed multi-step stormwater management system, known as a “Storm Park” located in the southeast corner of the plan area. Storm Parks combine traditional storm pond elements with wetland features. Thus, they are designed to optimize traditional methods with a unique approach to stormwater management, where natural processes aid in the management of runoff quantity and enhancement of runoff quality. This system is designed to handle up to a 1:500-year storm event to provide resilience.

This innovative design provides a diverse array of operational, maintenance, environmental, and programmatic benefits including:

- Effective and localized sediment capture and superior sediment removal,
- Low complexity and minimal maintenance,

- Flexible volume and flow management,
- Increased active storage potential,
- Increased stormwater reuse efficiency and viability,
- Nature-based treatment to provide enhanced water quality treatment,
- Environmental benefits through resilient native vegetation, and
- Enhanced aesthetic value.

The Storm Park is comprised of multiple components including, a sediment clarifier forebay known as the Nautilus Pond®, a main pond body, vegetated terracing, a surface flow treatment wetland, and a vertical flow biofilter.

The Nautilus Pond® is the first point of runoff entry into the Storm Park system. It is a sediment removal technology that exceeds the sediment removal objectives for a conventional wet pond facility. Following storm events, stormwater inflow passes through the 3-basin clarifier allowing for nearly complete sediment removal. Treated runoff is then discharged to the main pond body.

Inflow stormwater to the main pond body has at this stage met the water quality standards for conventional stormwater management purposes. The main pond body elevations/depths have been identified at four levels: the bottom of the pond, the lower normal water level (LNWL), the upper normal water level (UNWL), and the high-water level (HWL). The bottom to the LNWL is not available for discharge to maintain a permanent water level in the main pond

body. The volume between the LNWL and the UNWL is available for discharge to the Crystal Ridge Golf Course for irrigation purposes. And the storage between the UNWL and the HWL is an additional safeguard for higher-than-normal volumes.

During normal operation (i.e., no storm inflow), water is circulated from the main pond body to the treatment wetland and vertical flow biofilter for additional cleaning and stormwater circulation, via a low horsepower pump. The recirculation pump draws stormwater from the main pond body and continuously circulates it between the treatment wetland, vertical flow biofilter, and main pond body. The treatment wetland and vertical flow biofilter features are located above the main pond body HWL to prevent the entry of untreated runoff into these features even under extreme inundation. The Storm Park design enables effective integration with irrigation infrastructure to support both stormwater management and reuse.

Stormwater use will include more than one type of application, such as irrigation of municipal reserve lands within the community, as well as off-site support.

Additional details regarding the Storm Park are included in the Staged Master Drainage Plan and Ridgemont Storm Park Concept Memo, submitted in support of this NASP under separate cover.

7.5 SHALLOW UTILITIES

Shallow utilities will be installed throughout Ridgemont in consultation with the applicable shallow utility providers, and in accordance with the Town of Okotoks Standards. Shallow utilities include telephone, natural gas, electrical, internet, and cable services.



FIGURE 40: STORM PARK CONCEPT



Design by MAGNA Engineering Services

7.6 UTILITY SERVICING POLICES

SECTION 7.0 UTILITY SERVICING POLICIES	
7.1	All utility servicing must comply with the Town of Okotoks General Design & Construction Specifications, at the discretion of the approving authority.
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	Electrical and gas servicing should be provided to all residential and commercial lots within Ridgemont.
7.5	The location of water, sanitary, and storm mains servicing the park fronting homes may vary at the time of detailed design from the alignments illustrated in Figures 37, 38 & 39 .
Water Servicing	
7.6	The detailed design for the Ridgemont water distribution system will be completed in accordance with the current Town of Okotoks General Design and Construction Specifications, and all applicable provincial guidelines.
7.7	Development within Ridgemont will adhere to the current Okotoks Water Allocation Policy.
7.8	The detailed design will meet applicable requirements for fire suppression and access requirements for emergency vehicles.

7.9	All submissions will be circulated to Alberta Environment and Parks for review and comment in accordance with the "Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems".
7.10	Water servicing shall be in accordance with the accepted Ridgemont NASP Staged Water Servicing Report. Looping, pressure, fire flow requirements shall be met.
7.11	The proposed water distribution system within Ridgemont will be designed so that future extension to the developable lands to the east and north of the plan area is possible.
7.12	All lots within the Ridgemont subdivision not meeting the minimum water servicing pressure of 40psi (based on Peak Hour Demand) will not be developed prior to the second water connection to the 4N pressure zone. The anticipated pressure for each water service will be confirmed at the detailed design stage, on a phase by phase basis.
7.13	The watermain connections required to the Ridgemont development will increase the pressure in the eastern portion of Crystal Shores. Refer to Section 5.0 in the Water Servicing Report. Prior to completing these water connections, the developer will work with the Town to determine the best approach to identify lots that will require a service level PRV and coordinate installation with affected residents.

**Sanitary Servicing**

7.14	Sanitary distribution mains must be located within public roads, lanes or utility rights-of-way.
7.15	The detailed design for the Ridgemont wastewater collection system will be completed in accordance with the current version of the Okotoks General Design and Construction Specifications, all applicable provincial guidelines, and in alignment with the Town's Sanitary Master Plan, as amended.
7.16	The detailed design will incorporate measures to mitigate groundwater infiltration into the wastewater collection system.
7.17	All construction will be completed in accordance with the current Okotoks General Design and Construction Specifications.
7.18	The Ridgemont wastewater collection system shall be designed and sized to accommodate flows from developable lands adjacent to the plan area in accordance with Okotoks Sanitary Master Plan Update
7.19	The developer will confirm that there is sufficient capacity within the existing sanitary collection system downstream of the proposed connection location to service the Ridgemont subdivision at the detailed design stage.

Stormwater Management

7.20	A stormwater management facility will be constructed in the southeast corner of the Ridgemont plan area.
7.21	The stormwater management pond located in the southeast corner of the plan area will be designed as a naturalized feature both managing stormwater for the plan area and providing passive recreational functions with the inclusion of features such as pathways, seating and signage.
7.22	The stormwater management facility should be designed to both manage the flow of stormwater from the plan area as well as provide some filtering of the water to make it suitable for non-potable reuse.
7.23	The Ridgemont Staged Master Drainage Plan will be based on the assumptions and findings of the approved Trilogy Plains Master Drainage Plan (CIMA+, 2022).
7.24	The development will employ the dual drainage system and should be designed to convey the entire storm runoff to the proposed stormwater facility in accordance with the accepted SMDP, the North Okotoks Annexation Lands MDP, Town of Okotoks, City of Calgary and AEP standards and guidelines.

7.25	The water quality of the storm runoff from the development will be treated by the forebay and main pond body, and will meet applicable standards including Alberta Health Services and the levels as prescribed in the current version of the Town of Okotoks General Design & Construction Specifications.
7.26	The development design should provide a continuous escape route for stormwater, typically via the road network. The outlet and emergency escape route from the proposed Stormwater Management Facility (SWMF) will be directed towards the Crystal Ridge Golf course ponds.
7.27	Low Impact Development (LIDs) and Best Management Practices (BMPs) shall be used in the proposed development to achieve the overall goal of stormwater management and volume control in addition to the centralized system (i.e. the Storm Park). Recommendations for potential LID application is detailed in the Staged Master Drainage Plan (SMDP).
7.28	A separate geotechnical study within the proposed pond area will be conducted to assess the suitability of on-site material use as storm pond liner, the hydrogeological impacts of the pond and the slope stability.

7.29	Ridgemont shall incorporate water re-use and stormwater use totaling a minimum of 6250 cubic metres per year per quarter section. Uses may include a truck fill, school sports field irrigation, MR irrigation and/or the babbling brook.
7.30	A Water Quality Management Report will be provided at the detailed design stage for the initial Phase of the Ridgemont development.
7.31	Infrastructure supporting stormwater use will be incorporated into the design of Ridgemont
7.32	The Ridgemont Stormwater system shall be designed to receive and attenuate stormwater flows from the 338 Ave E Expansion, and from the 32 St E expansion.



Section 8.0



Phasing

8.1 PHASING & STAGING

Ridgemont will be developed in multiple phases in accordance with the most logical and efficient extension of infrastructure and market demand, generally occurring from southwest to northeast.

Phasing will occur generally as conceptually illustrated in **Figure 41: Phasing** and **Figure 42: Staging**. The first phase of development will include lands in the southwest corner of the plan area, extending infrastructure through the upgraded Crystal Green Lane. Phase 1 will also include development of the required portions of the Storm Park and required portions of the surrounding Municipal Reserve. The subsequent phases will generally continue in a contiguous manner from southwest to northeast. The precise phasing boundaries and order may be subject to change based on infrastructure capacities, upgrades, and market demand. Phasing will be coordinated to provide servicing and emergency access as required over the course of development.

While the phasing boundaries may be subject to minor variation as a result of market demand or technical requirements, **Figure 42:**

Staging illustrates the direction of development that will not be subject to change. Development must progress from southwest to northeast in a contiguous manner as illustrated. Some road or servicing connections may extend through future phases or stages if required to support the provision of servicing or emergency access requirements.

Multiple phases within the plan area have been identified as "TBD". These are lands that are owned by private landowners and the timing of their development is subject to both the continuity of development and infrastructure availability but also the individual landowner initiative.





FIGURE 41: PHASING

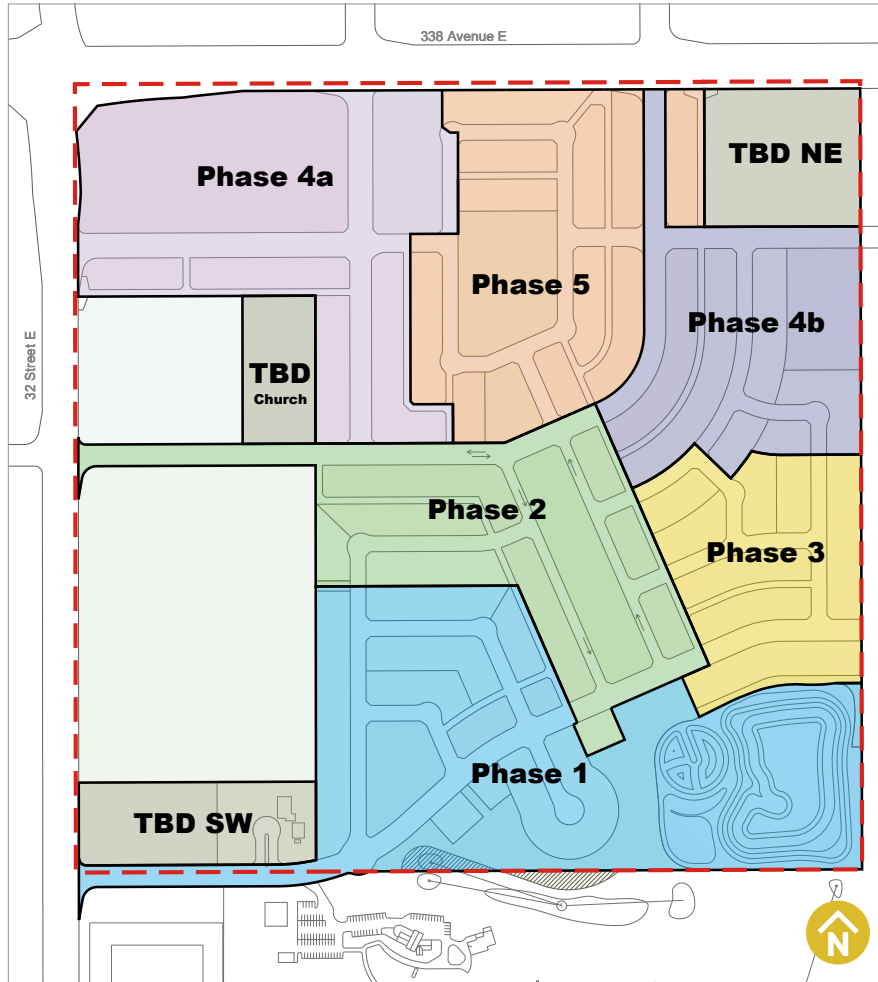
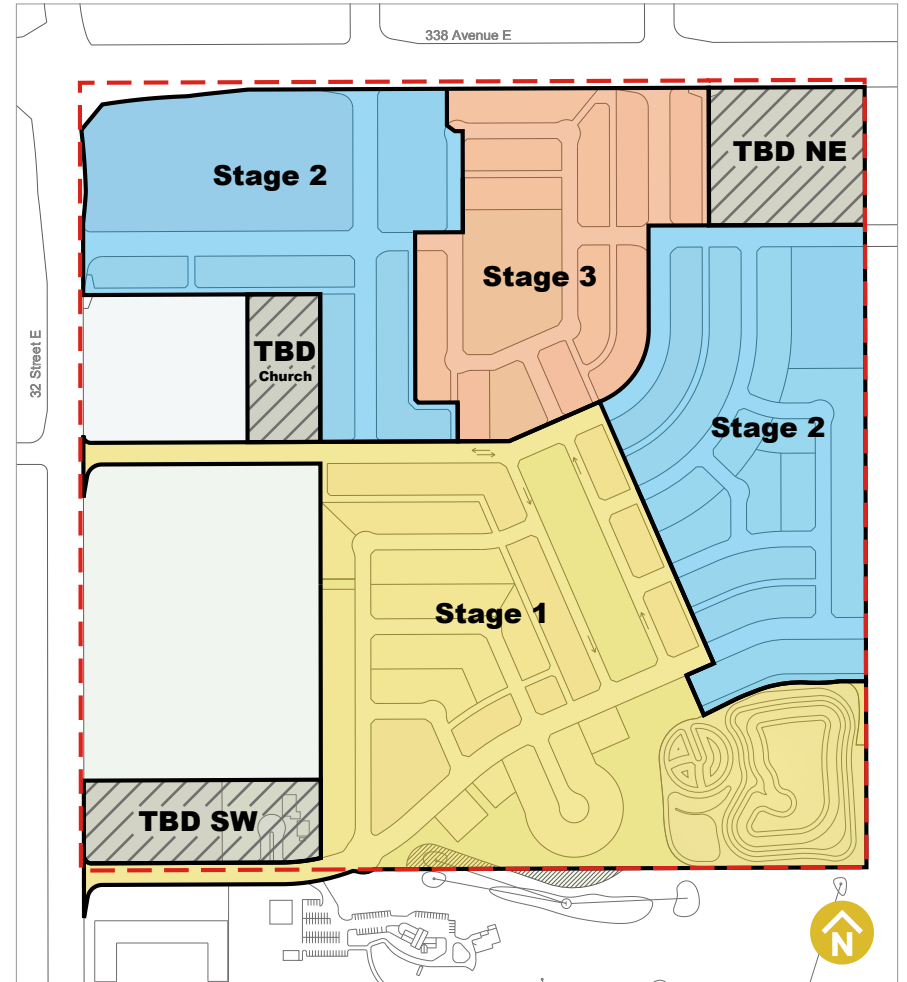


FIGURE 42: STAGING



8.2 PHASING POLICES

SECTION 8.0 PHASING POLICIES	
8.1	Development in Ridgemont should be phased as generally outlined in Figure 41: Phasing . Variations to the phase boundaries or order may be permitted at the discretion of the approving authority.
8.2	Development in Ridgemont should be phased in a generally contiguous manner from southwest to northeast. The order of phases identified in Figure 41: Phasing may be modified at the land use amendment and subdivision stage depending on the capacity and efficient extension of infrastructure and market demand. Modification to the order of phases identified in Figure 41: Phasing may be permitted at the discretion of the Approving Authority and may be subject to an NASP amendment if the modification results in non-contiguous development.
8.3	Phasing will be coordinated to provide emergency access as required over the course of development.
8.4	Lands identified as “TBD” in Figure 41: Phasing are owned by private landowners and may be developed at any time following the commencement of the abutting phase and availability of nearby or adjacent transportation and servicing infrastructure.
8.5	Development shall not progress beyond Phase 1 until the Town and Developer have reached a mutually acceptable agreement on the design, construction and cost obligations of upgrading the road identified in location “D” on Figure 29: Internal Road Network , and included within Phase 2 on Figure 41: Phasing , in consultation with adjacent landowners.
8.6	Development of phases 4A, 5, NE TBD, and Church TBD as identified in Figure 41: Phasing shall not progress until a secondary connection to the 4N pressure zone is made for water service.
8.7	Development of phases 4A and 4B as identified in Figure 41: Phasing may occur in either order depending on market demand and the water connection to the 4N pressure zone at the time of the land use amendment and/or subdivision application.
8.8	Development of phase 2/3 as identified in Figure 41: Phasing may occur with Phase 2 or Phase 3 depending on market demand at the time of land use amendment and/or subdivision.
8.9	Water, sanitary, storm mains or roads may be extended through future phases in advance of the phasing or staging shown in Figure 41: Phasing and Figure 42: Staging , to service or provide access to earlier phases.

A photograph of a woman with long, wavy blonde hair, wearing a light blue denim shirt, smiling warmly while holding a small, scruffy brown and white dog. The dog is looking towards the camera. The background is softly blurred, showing an indoor setting with other people in the distance. The overall mood is warm and affectionate.

Ridgemont Neighbourhood Area Structure Plan

B&A