

D'ARCY

Gateway Village Concept Plan

Town of Okotoks

December 2018

Approved on December 13, 2018





D'ARCY

1.0 INTRODUCTION..... 1

1.1 Plan Vision & Guiding Principles3

1.2 Organizing Framework5

2.0 CONCEPT PLAN 8

2.1 Land Use Concept8

2.2 Public Realm12

2.3 Design Guidelines14

2.4 Signage Guidelines15

2.5 Mobility Concept.....16

2.6 Open Space Network.....21

3.0 PHASING AND INTENSIFICATION CONCEPT.. 23

D'ARCY

Gateway Village
Concept Plan

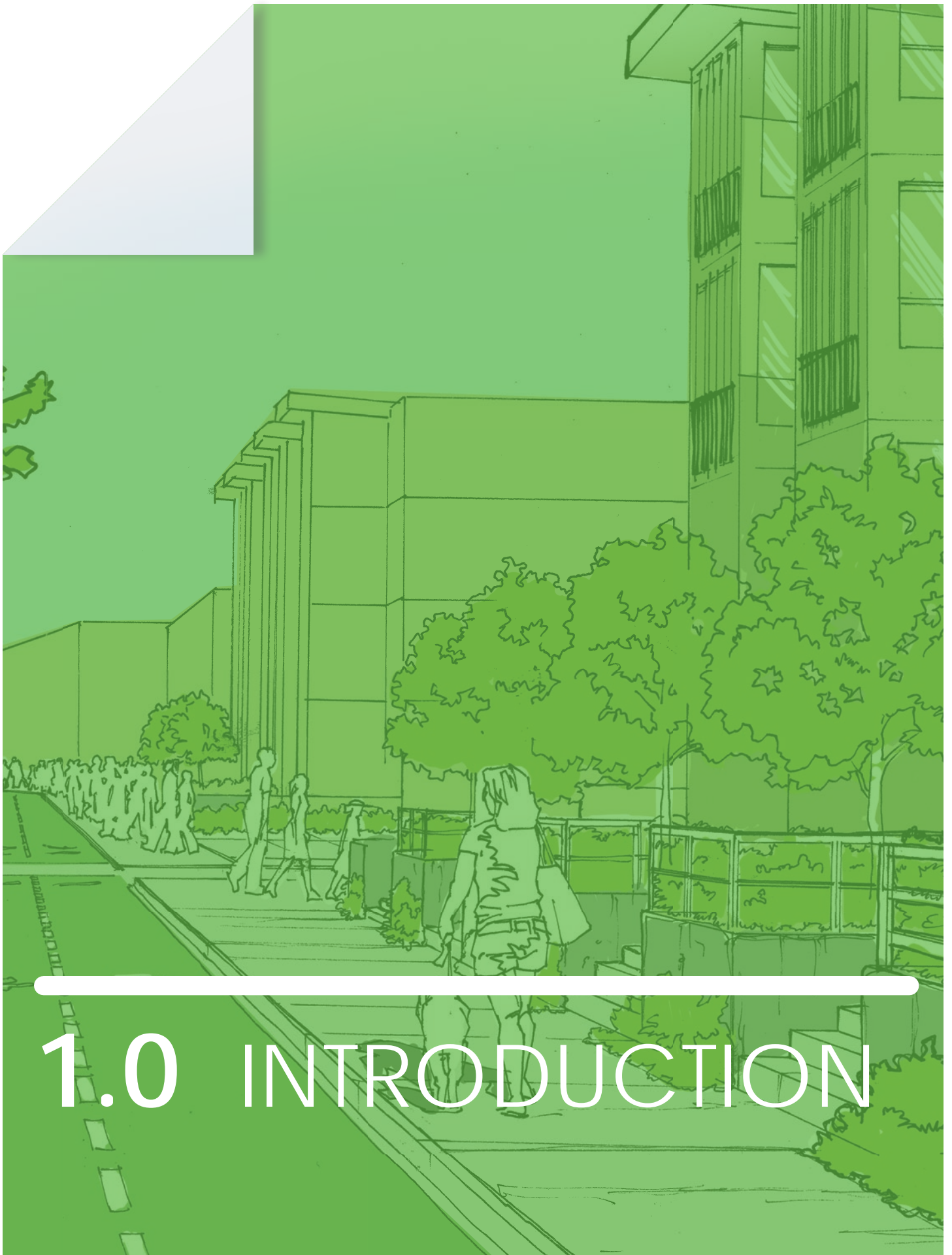
Town of Okotoks



SIGN-OFF SHEET

This document entitled **D'Arcy Gateway Village Concept Plan** was prepared by Stantec Consulting Ltd. ('Stantec') for the account of Anthem United ('Anthem United'). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client.

The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.



1.0 INTRODUCTION

1.0 INTRODUCTION

On behalf of Anthem United ('Anthem United'), Stantec Consulting Ltd. ('Stantec') has prepared the D'Arcy Gateway Village Concept Plan ('the Concept Plan') for the two Direct Control ('DC') parcels in the approved D'Arcy Outline Plan ('OP'). The Concept Plan provides the details and framework necessary for the development of the mixed use centre of the D'Arcy community and will complement the Wedderburn Gateway Village District.

In addition to the D'Arcy OP, the Concept Plan aligns with the following policy plans and document:

- *Okotoks Community Visioning 2014* (2015)
- *Town of Okotoks Municipal Development Plan* ('MDP') (1998; consolidated version June 2016)
- *Northwest Okotoks Area Structure Plan* ('NWOASP') (2003; consolidated version June 2016)
- *Okotoks Active Transportation Strategy* (2015)

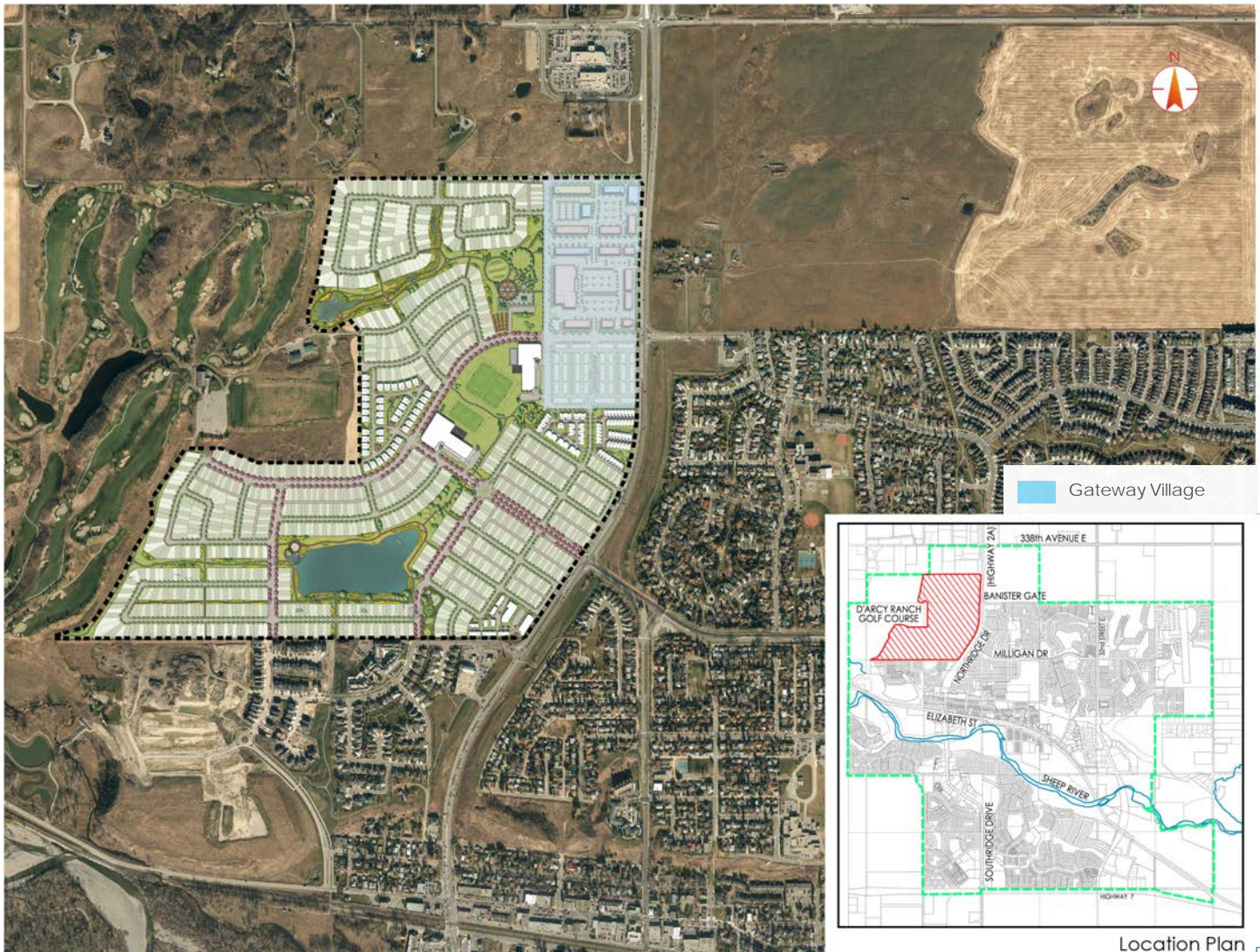
D'Arcy Gateway Village District Location

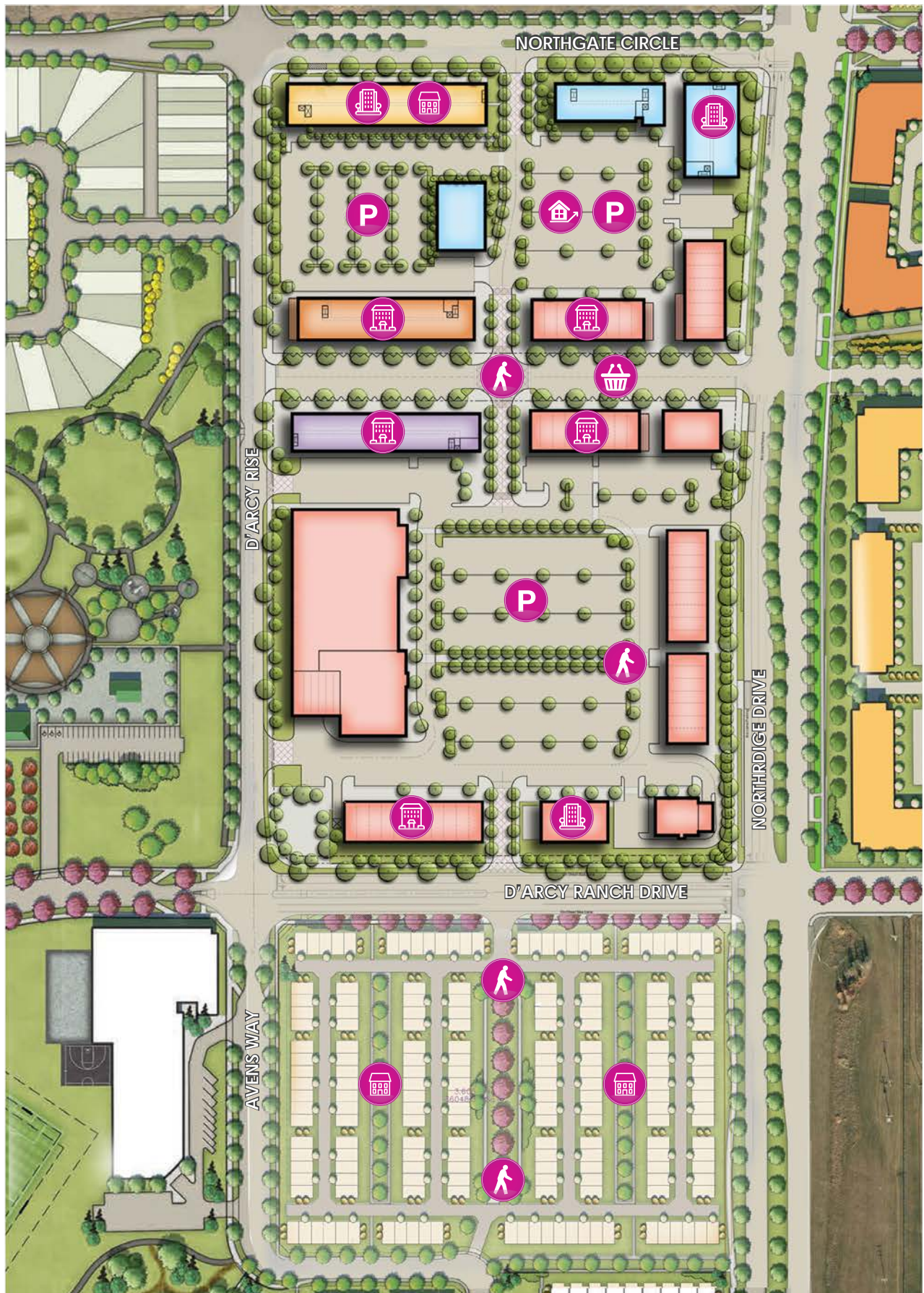
The D'Arcy Gateway Village is located within the D'Arcy OP. It is bounded by the following:

- Northridge Drive to the east;
- Avens Way and an R-3 parcel to the south;
- D'Arcy Park Rise and Avens Way to the west; and
- Northgate Circle to the north.

Figure 1 – Context Plan illustrates the D'Arcy Gateway Village in context to the D'Arcy OP.

Figure 1 Context Plan





1.1 Plan Vision & Guiding Principles

The D'Arcy Gateway Village is envisioned to be a vibrant and successful mixed use, commercial and residential precinct at the entrance to Okotoks that the Town, residents and visitors alike will be proud of. The concept has been designed so that people will want to experience this community and use its many services and shops because of its superior urban design, its range of tenants, and its accessibility. The striking architecture will take hints from the long horizons of the prairies, gables found on traditional ranches and materials borrowed from the foothills and rugged mountains such as stone and timbers that will greet you as you walk down high street to your favorite coffee shop to meet your friends and family.

To facilitate the development and evolution of the D'Arcy Gateway Village as a vibrant and livable shopping and village-like centre the Concept Plan outlines six (6) organizing principles to guide development.



High Street

An east-west link between Northridge Drive and the park at D'Arcy Park Rise that functions as a slow speed shared traffic environment with shops, restaurants, public gathering space supported by sidewalks, street trees and furniture, and on street parking.



Street Activating Uses

Mix of land uses at grade where buildings integrate with external streets and internal Shopping Street to provide massing and activation. A mix of uses including restaurants will open up onto park space.



Internal Parking

Surface parking areas that are primarily screened by buildings from external streets.



Pedestrian Permeability

Several routes through the site that offer a safe and well defined pedestrian pathway, minimizing the need for pedestrians to walk across parking lots.



Mix of Residential

Site configurations promote adaptability of sites to a range of residential built forms, including row towns with internal lanes and private garages to apartment buildings. It supports a range of tenancy needs from single person households to families and seniors.



Intensify Over Time

Sites are configured to promote and facilitate the intensification of development over time, including provisions for access, suitable infill sites, and placement of utility infrastructure.

Figure 2 – Guiding Principles illustrates these guiding principles and how they are anticipated to be applied to the Concept Plan for the D'Arcy Gateway Village.

Figure 3 Organizing Framework



1.2 Organizing Framework

Mobility

- Well-designed access into and through the site connecting with the surrounding street network and open space network.
- Internal routes connect to external Active Transportation network.
- Internal routes that are walkable and integrated into the site.
- North-south route connecting residential areas to retail and commercial.
- Internal street network providing efficient linkages to all uses.

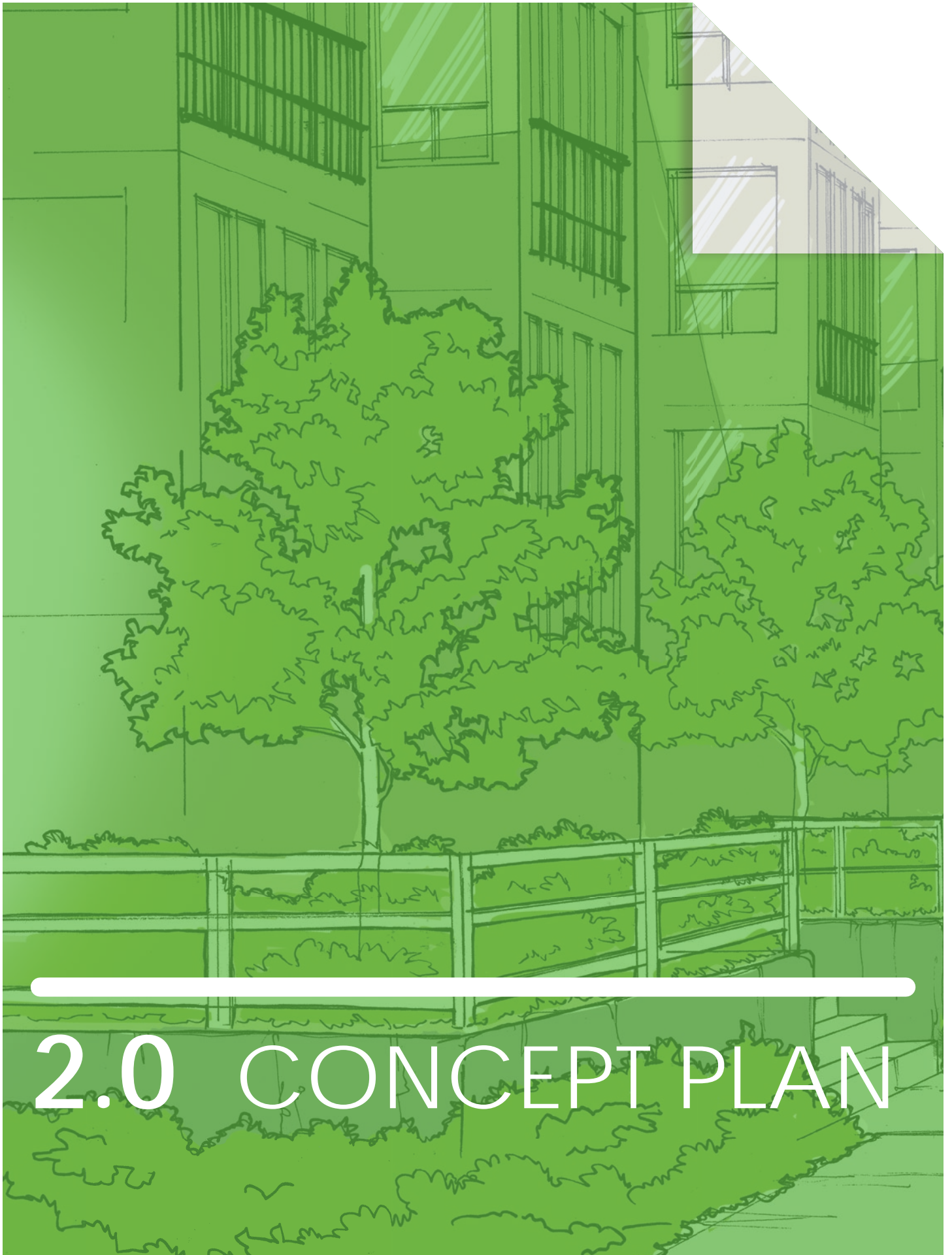
Connectivity

- Alignment of feature street with west facing views.
- Connectivity to Municipal Dedication Site.
- Connectivity to adjacent lands east of Northridge Drive.

Development Outcomes

- A heart of the community that is distinct in character, form and activities.
- A framework that supports common retail demands, and also supports a high street look and feel.
- An animated place with a mix of uses and spaces that allows for activity throughout the day.
- A development that frame lands east of Northridge Drive in the community of Wedderburn.
- A development that integrates with the Municipal Dedication Site to the west.
- Development sites that facilitate maximum access to future transit stops and on-site amenities and services.
- Destination uses (ie. large format grocer) that centre the village and ensure the viability of the Gateway Village.
- Development sites sized to allow for a variety of built form outcomes.
- Flexible development outcomes that will achieve population and jobs targets.
- Multi-use developments within the Gateway Village that frame the High street.
- Consolidated internal parking areas within the Gateway Village.
- Opportunities for privately-owned, publicly accessible open spaces framed by residential uses.

Figure 3 – Organizing Framework illustrates how this organizing framework has shaped the design and planning of the D'Arcy Gateway Village Concept.



2.0 CONCEPT PLAN

2.0 CONCEPT PLAN

The D'Arcy Gateway Village is intended to be a vibrant, livable shopping and village-like district strategically located along Northridge Drive to support an attractive and dynamic gateway into Okotoks. The Concept Plan has been consolidated into one cohesive district that is:

- Sized to support the Town's desired expectations for employment generating uses;
- Designed to adequately accommodate the range and types of development suited to a village-like district;
- Provides opportunities for jobs and retail services within convenient walking and cycling distance from homes; and
- Build out intended to be phased with opportunity for intensification in future.

2.1 Land Use Concept

Across the D'Arcy Gateway Village, the anticipated mix of uses will be evident at grade and above grade. At grade, a variety of uses and formats support a wide range of activities and development across the D'Arcy Gateway Village. Uses will be encouraged to develop a more urban form in both character and intensity.

The Gateway's network of walkable streets will act as the primary draw for pedestrian activity. These streets will contain sidewalks and clear lines of sight which will draw pedestrian traffic internally, as well as provide linkages to adjacent amenities and land uses.

The central internal roadway provides an enhanced pedestrian environment incorporating landscaping, concrete barriers, and dedicated pedestrian lanes which will offer walkable access to shops, restaurants and services within the commercial district. Appropriately sized sidewalks, street trees, seating opportunities and attention to the human-scale will make all streets within the Gateway an attractive and inviting environment to pedestrians.



To support pedestrian activity and intensity within the Gateway Village, larger format uses are also contemplated. These combined retail uses will require surface parking lots, which will be kept internal and screened from surrounding streets by other buildings. In the long term, these surface lots provide an opportunity for site intensification. By designing the commercial area in a grid-oriented pattern, there will be more flexibility for intensification and redevelopment in the future.

Publicly accessible open spaces will be integrated to offer suitable interfaces to adjacent uses, and gathering places for residents. The Municipal Dedication Site, located immediately west of the D'Arcy Gateway Village, includes a plaza to add further activity as a potential cultural and recreational amenity that will be planned and implemented by the Town.

Figure 6 – Illustrative Concept Plan illustrates a conceptual design for the D'Arcy Gateway Village's initial build-out that meets the vision and goals of a strategically located vibrant and livable shopping and village-like district.

Figure 4 Conceptual High Street Cross-Section

Figure 4 – Conceptual High Street Cross-Section

represents the internal walkable street that transects the Plan Area east-west. As per the Concept Plan this options demonstrates how angled parking can be accommodated.

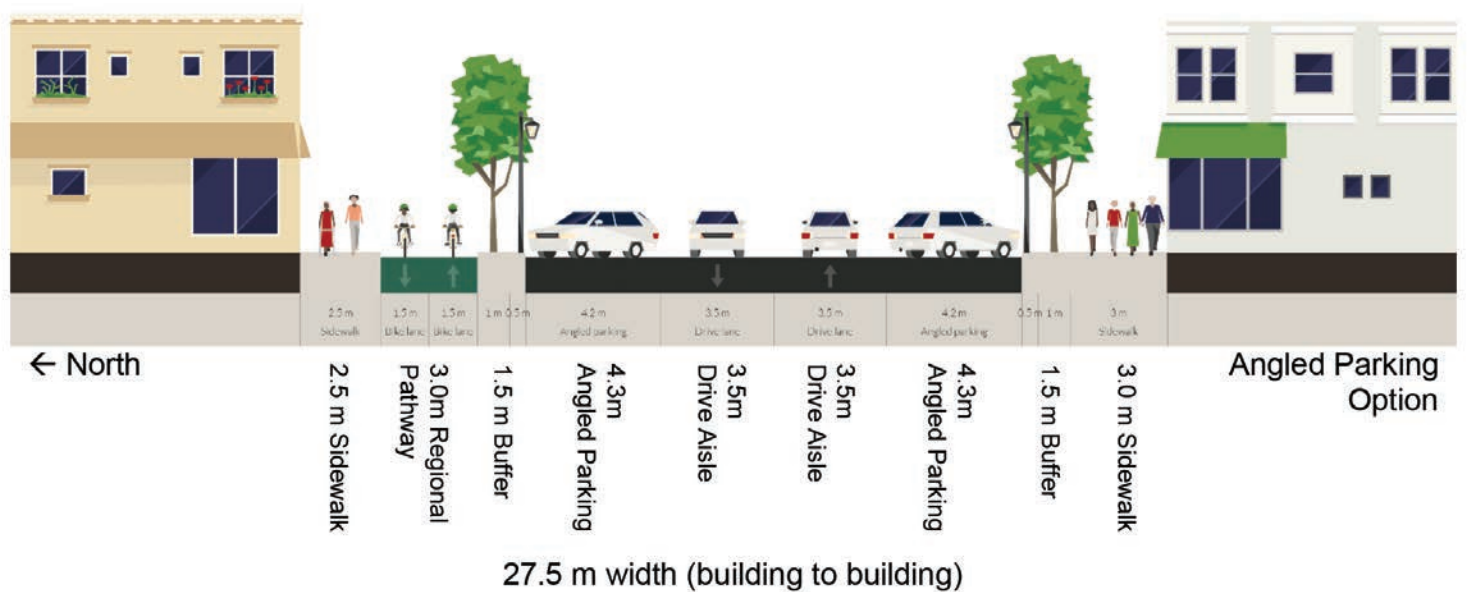


Figure 5 – Alternative Conceptual High Street Cross-Section represents the internal walkable street that transects the Plan Area east-west. Although this option is not illustrated in the Concept Plan, parallel parking may be considered during detailed design. Should parallel parking be pursued, the cross-section will continue to meet the requirements of the Land Use Bylaw and Town design specifications.

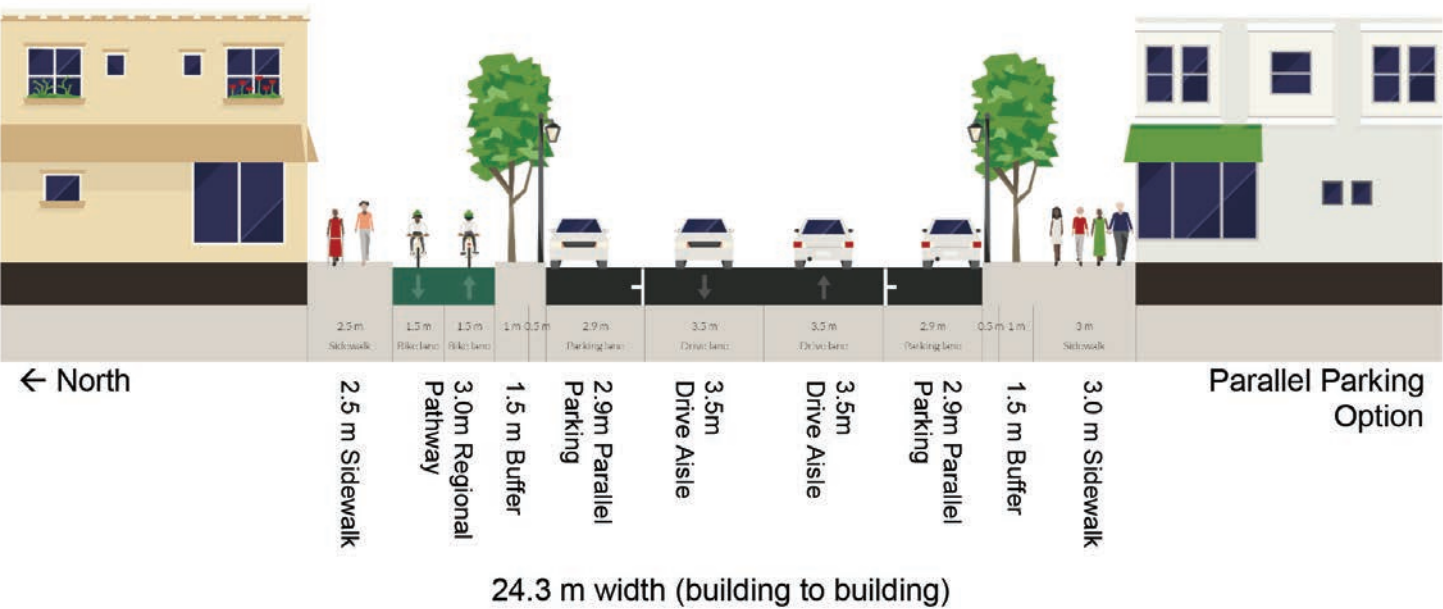
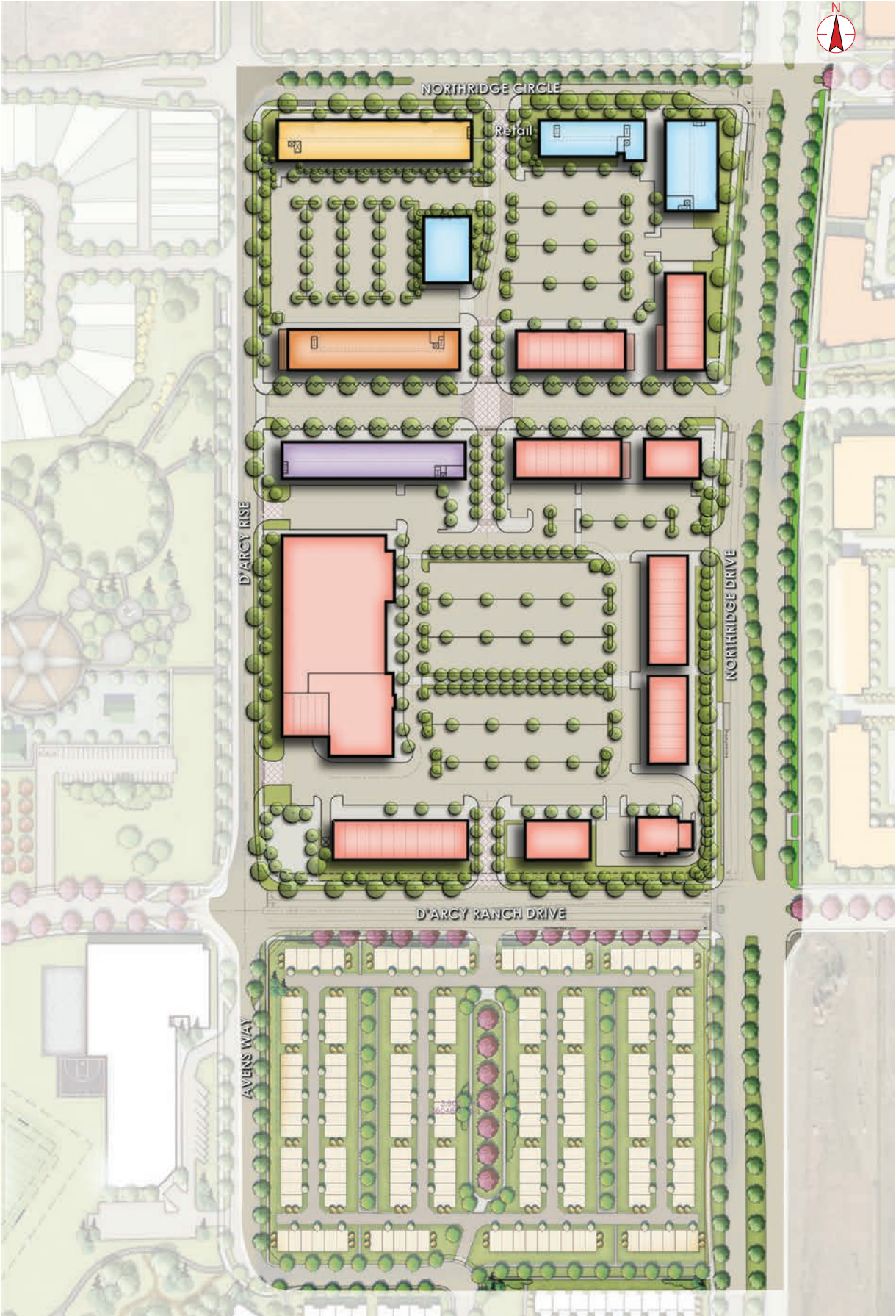


Figure 6 Illustrative Concept Plan

- Retail/Residential
- Retail/Office
- Residential
- Flex
- Retail



2.2 Public Realm

Concept

Character

The public realm is the interface between building, street, and park. This is the space where drivers become pedestrians, indoors meets outdoors, and where individuals move from one activity to another. It is a dynamic place that must accomplish a number of objectives: establish the character of the site, aid in wayfinding, and safely facilitate appropriate activities. The character of the D'Arcy Gateway Village is intended to be vibrant, warm and dynamic. Design guidelines and signage guidelines that support a vibrant public realm are provided in Section 2.3 and 2.4.

Perspectives

Walking

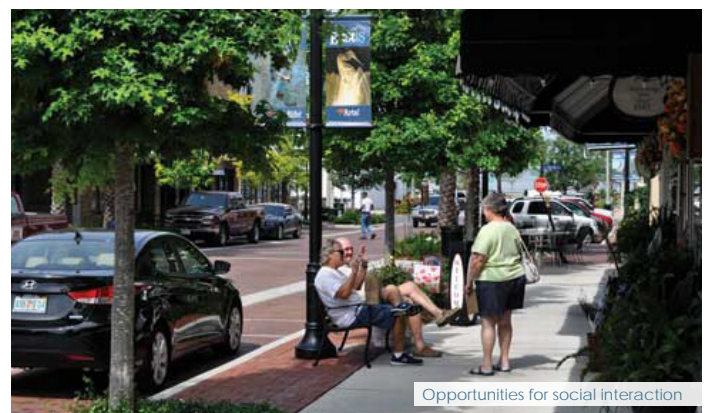
The experience of walking within the D'Arcy Gateway Village is intended to be comfortable, interesting and easy to navigate. To this end, wide sidewalks, shade trees, wayfinding, and lighting will be used. The wide range of pedestrians will also be accounted for, with signage and pavement markings tailored to kids through the Safe Route network as outlined in the approved D'Arcy Outline Plan. Wayfinding signage will be informative, appropriately-scaled, unobtrusive, and adhere to the Town of Okotoks' wayfinding strategy, helping the pedestrian routes be safe and logical.

Biking

Cycling in throughout the site will be encouraged by having bike parking located in visible, accessible places that discourage theft and encourage bike use. This is particularly true for destinations frequented regularly, such as grocery stores, as well as places used by younger residents, such as playgrounds and sports fields. Bike routes will be carefully considered to maximize safety and the logical connection of site amenities. Signage for the regional path will help plan longer excursions with unobtrusive maps and direction arrows.

Driving

Driving through the site will be pleasurable and easy to navigate. Roadside landscaping will help mitigate speeding and provide shade, and signage will be informative to allow ease-of-navigation. The streetscape design will aim to visually integrate the driving realm with the pedestrian and built realms, avoiding the isolation of the road from the community.



Site Furnishings

Lighting

Lighting will be thoughtfully considered, to achieve the desired safety and route-finding outcomes, while minimize the amount of light pollution or spillover from large-format non-residential developments. Spaces will not be flooded with as much light as possible, but instead will be strategically designed to eliminate glare, reduce the “light cave” effect, and allow pedestrians to visualize their route and feel confident moving through the site at night. Points of convergence between different modes of transportation, for instance when a bike path meets a sidewalk, will be lit in a manner that mitigates conflicts.

Signage

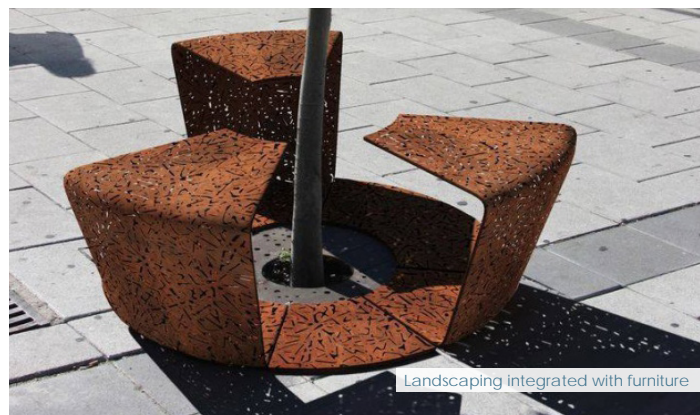
In coordination with the Town of Okotoks, a wayfinding strategy and system will be developed that will help identify the D'Arcy neighbourhood and aid in navigation. The signage will reflect the character of D'Arcy, and connect it with the larger Okotoks community. A hierarchy will be established, with signs directed at children, cyclist, motorists, visitors and residents. It will be unobtrusive and informative. High-level signage guidelines are provided in Section 2.4.

Landscaping

Landscaping will play a key role in integrating the development with the Okotoks and wider foothills landscape. This will be achieved with hardy, native plantings, and a variety of feature landscape treatments that will showcase some of the characteristic plants of the southern Alberta foothills.

Public Art

Site furnishings are a unique opportunity to integrate sculptural elements and create functional art. The resulting installation would establish a landmark, sense-of-place, and showcase creativity and expression in the public realm. Drinking fountains, bike racks, and benches are all opportunities to create custom, site-specific features that are an expression of Okotoks and its aspirations.



2.3 Design Guidelines

All lands within the D'Arcy Gateway Village should incorporate the following overall design guidelines in their detailed planning and design:

Circulation and Access

1. The internal pedestrian circulation system should have direct and logical connections to the external public sidewalks and encourage and facilitate safe and attractive pedestrian circulation.
2. Connectivity within the site and surrounding areas should be considered that encourages walking, bicycling, future transit connections, and safe vehicular accesses.
3. The Active Transportation network and linkages throughout the Gateway Village should be logical, and straightforward.
4. Drive-throughs should not be permitted where they impede pedestrian circulation along a major corridor.
5. Surface parking lots should be designed to encourage the safe and comfortable movement of active users, and minimize the potential for conflict between active modes and vehicular traffic.

Public Realm and Gathering Spaces

1. Street trees and native vegetation should be used to unify the public realm and provide definition to edges along major street corridors.
2. Landmarks of various sizes should be located at major gathering places and at entry points to the Gateway Village from adjacent major streets to provide identity, visual reference points, and focal points of interest within the Gateway Village.
3. Landmarks may be provided in various forms, including the overall design of a building, a specific building feature, a sign, or a landscaped feature.
4. Gathering spaces of various sizes should be provided across the Gateway Village and be reinforced and defined by the orientation of adjacent buildings onto these spaces.

Built Form and Land Use

1. A wide range of commercial, residential and retail uses located to complement each other and attract a diversity of users to the Gateway Village should be encouraged.
2. Facades should be designed to express some differentiation between a variety of commercial, civic and residential uses.
3. Buildings and adjacent gathering spaces, where appropriate, should be designed to account for weather protection features that promotes use of the Gateway Village throughout all four seasons.
4. Building facades viewable from streets and internal public spaces should include design elements and finish materials that provide articulation and interest.
5. Mechanical equipment on the roof of any building should be screened from street-level view.

Character

1. Larger buildings with long street fronts should be designed with detail and articulation to create an attractive non-uniform street wall.
2. Elements, such as lighting, wayfinding, paving, street furniture, and street trees should contribute to the cohesiveness and distinct sense of place of the Gateway Village.
3. Strategic pedestrian scaled lighting to activate pedestrian corridors and gathering spaces and aid in wayfinding while minimizing misdirected light is encouraged.
4. Lighting for larger-format non-residential developments should minimize the amount of light pollution or spillover into surrounding residential areas.
5. Development shall consider the principles of environmental stewardship and sustainability in their design and planning as outlined in the Okotoks Community Vision 2014.

2.4 Signage Guidelines

Overall Signage Guidelines

All signage within the D'Arcy Gateway Village should incorporate the following overall guidelines in their design:

1. The primary purpose of signs shall be to identify a business or residences located within the Gateway Village.
2. All signs should be comprehensively designed.
3. Signs for civic and community buildings shall be clearly visible and distinct in character from the surrounding retail and commercial signage.
4. Where residential use is located above non-residential uses, the signage related to non-residential uses should not be located on a floor where the residential use is located. For clarity a tenant sign may be at the transition between commercial ceiling and residential floor.
5. Internal street pedestrian connections should include pedestrian-oriented signage.
6. Signs should connect visitors, and residents to adjacent areas and nearby community destinations.

Gateway and Freestanding Signage

In addition to the overall signage guidelines, freestanding signs and building signs located adjacent to Northridge Drive should incorporate the following guidelines:

1. Freestanding signs should include design elements and finish materials that match the finish materials of the building(s) on the site.
2. Freestanding signs used to identify multi-tenant complexes should include the name and address of the complex.
3. Freestanding signs should be located appropriately throughout the site and scaled to suit the speed of passing traffic.
4. Exposed neon signs are discouraged.

Building Signage

In addition to the overall signage guidelines, all signage attached to a building should incorporate the following guidelines:

1. Multiple-tenant buildings and complexes should develop a Master Sign Program to minimize the potential visual conflicts and competition among tenant signs, while ensuring adequate identification for tenants to accommodate their corporate logo and colours.
2. Building signs should be located within an area of the facade that enhances and complements the architectural design.
3. Signs should not be permitted on top of any roof, and no sign attached to a wall or eave should project above the eave line of the building.
4. 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.

2.5 Mobility Concept

Street Network

The internal street network of the D'Arcy Gateway Village is centralized around an east-west walkable corridor with a regional multi-use path, and a safe-route as identified in the approved D'Arcy OP. The east-west connection (see **Figure 7**), is intended to offer a variety of services and act a featured pedestrian route through the Gateway Village connecting people from the Municipal Dedication site through to the Wedderburn Gateway Village east of Northridge Drive.

Supporting this east-west pedestrian route are a series of internal connections to link the village to the surrounding neighbourhood. A north-south pedestrian route is intended to connect the two parcels of D'Arcy Gateway Village, providing residents of the residential cells direct access to both the employment focused area at the north and the amenities of the Gateway Village commercial area in the center. **Figure 7 – Street Network Hierarchy** illustrates a concept of the intended internal road network and how it connects to the public street network.

Public Transit Connections

Within the D'Arcy Gateway Village there are several conceptual transit stop locations. Within the boundaries of the D'Arcy Gateway Village there are six (6) bus zones contemplated, as well as another five (5) potential bus zones directly adjacent to the Plan Area. This would provide a high level of transit service to the D'Arcy Gateway Village as the entire area would be less than a 5 minute walk of a bus zone. **Figure 8 – Public Transit Connections** illustrates the conceptual location of the bus zones in close proximity to the D'Arcy Gateway Village. Bus zones have been strategically located to ensure efficiency both in terms of transit access and transit circulation. Given the intensity of the D'Arcy Gateway Village, a high proportion of bus zones are located along the edges of the Plan Area to ensure convenient access for future users and efficiencies within the larger transit network.

Active Transportation Network

D'Arcy Gateway Village provides a comprehensive and interconnected Active Transportation network that connects residents to the greater community and the



Town-wide pathway network. With potential innovative and unique design features such as marked and raised crossings, pedestrian-oriented lighting, and signage, and Active Transportation infrastructure, such as bike racks and storage facilities; the Active Transportation network in the D'Arcy Gateway Village is anticipated to be safe, comfortable, and convenient. As part of this larger network, The D'Arcy Gateway Village may also include bike lanes and marked sidewalks through the parking areas to help safe movement of pedestrians and cyclists.

The *Okotoks Active Transportation Strategy* (2015) identifies the need to implement and maintain a system of Safe Routes throughout Okotoks as a major goal. Taking this into consideration, the D'Arcy Gateway Village has been designed to be integrated into the community of D'Arcy's proposed Active Transportation network and Safe Route network as illustrated in **Figure 10 – Active Transportation Network**. As a destination within the larger network, the D'Arcy Gateway Village, in its design and integration into the larger D'Arcy Active Transportation network, will ensure children can connect to the site and move through it safely. With the potential for unique pavement markings, marked and modified intersections and child-specific wayfinding signage along the Safe Route network, children will be able to navigate the community safely and with confidence and independence. Suggested Safe Routes may also

connect to major recreation and commercial areas as well as other community amenities.

As part of their design and planning, Safe Routes were strategically located in order to minimize intersection crossings. Where intersections could not be avoided, crosswalks will feature unique design features, including the potential to be raised or patterned, maximizing visibility to motorists. Street crossing will also be modified to feature bumpouts, reducing vehicle speed and crossing length for pedestrians.

Enhanced North-South Pedestrian Crossing clarifies how pedestrians will be able to easily move north-south across D'Arcy Ranch Drive through an enhanced crossing along the western edge of the intersection.



Enhanced North-South Pedestrian Crossing illustrates how pedestrians will move north-south across D'Arcy Ranch Drive along the western side of this key intersection within the larger Active Transportation network. Specific details into the design of this enhanced crosswalk will be explored during later stages of development.

Figure 7 Street Network Hierarchy

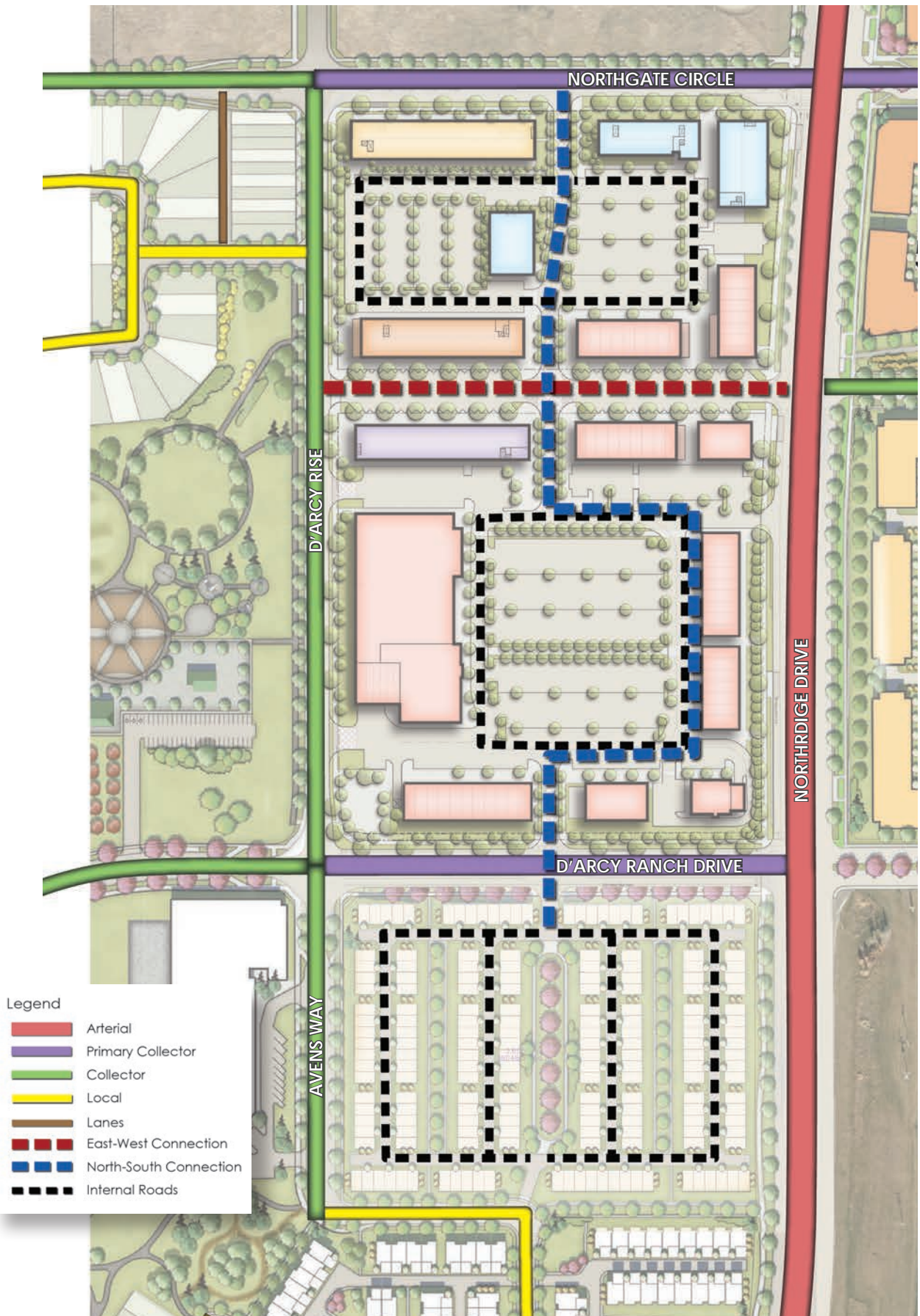


Figure 8 Public Transit Connection

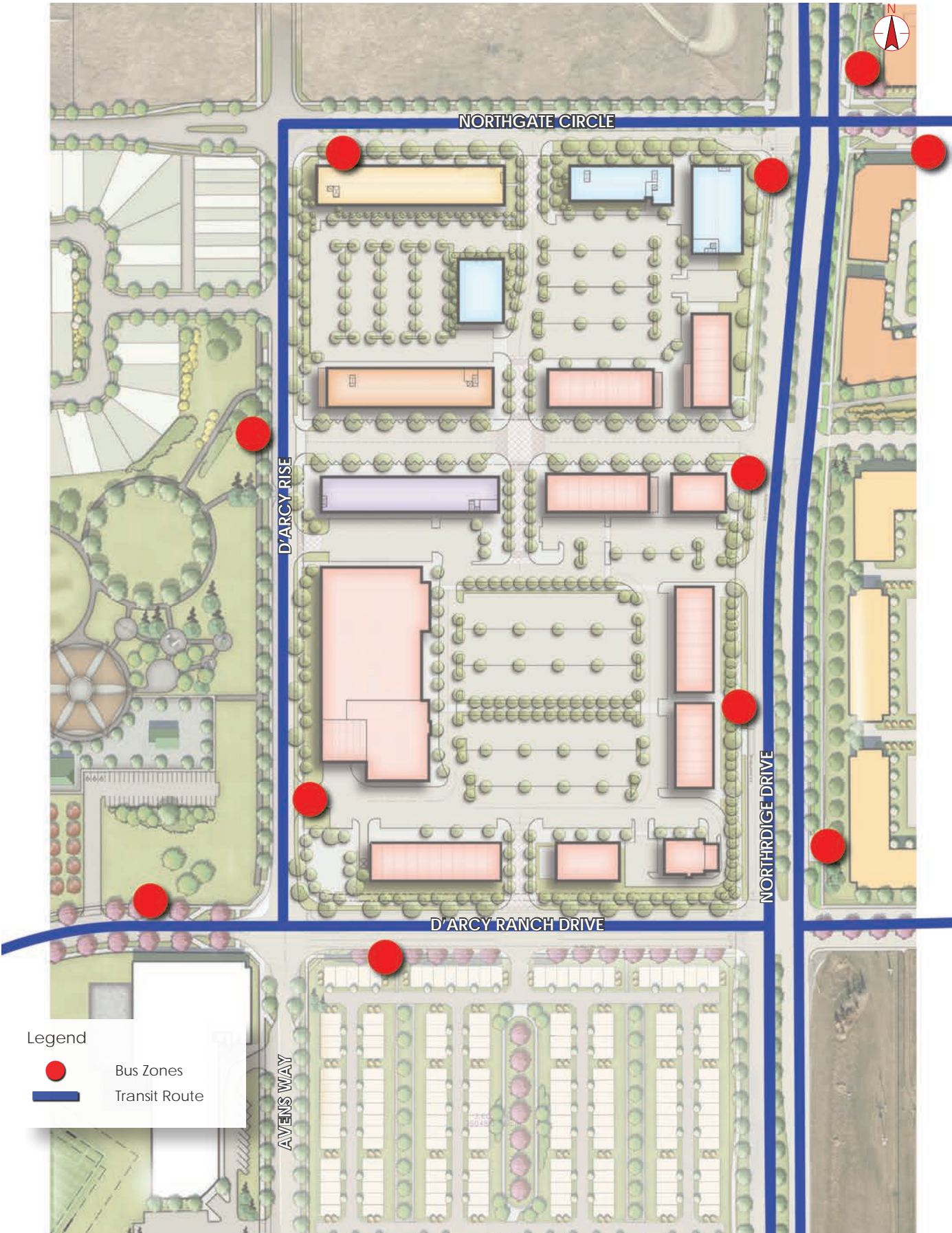
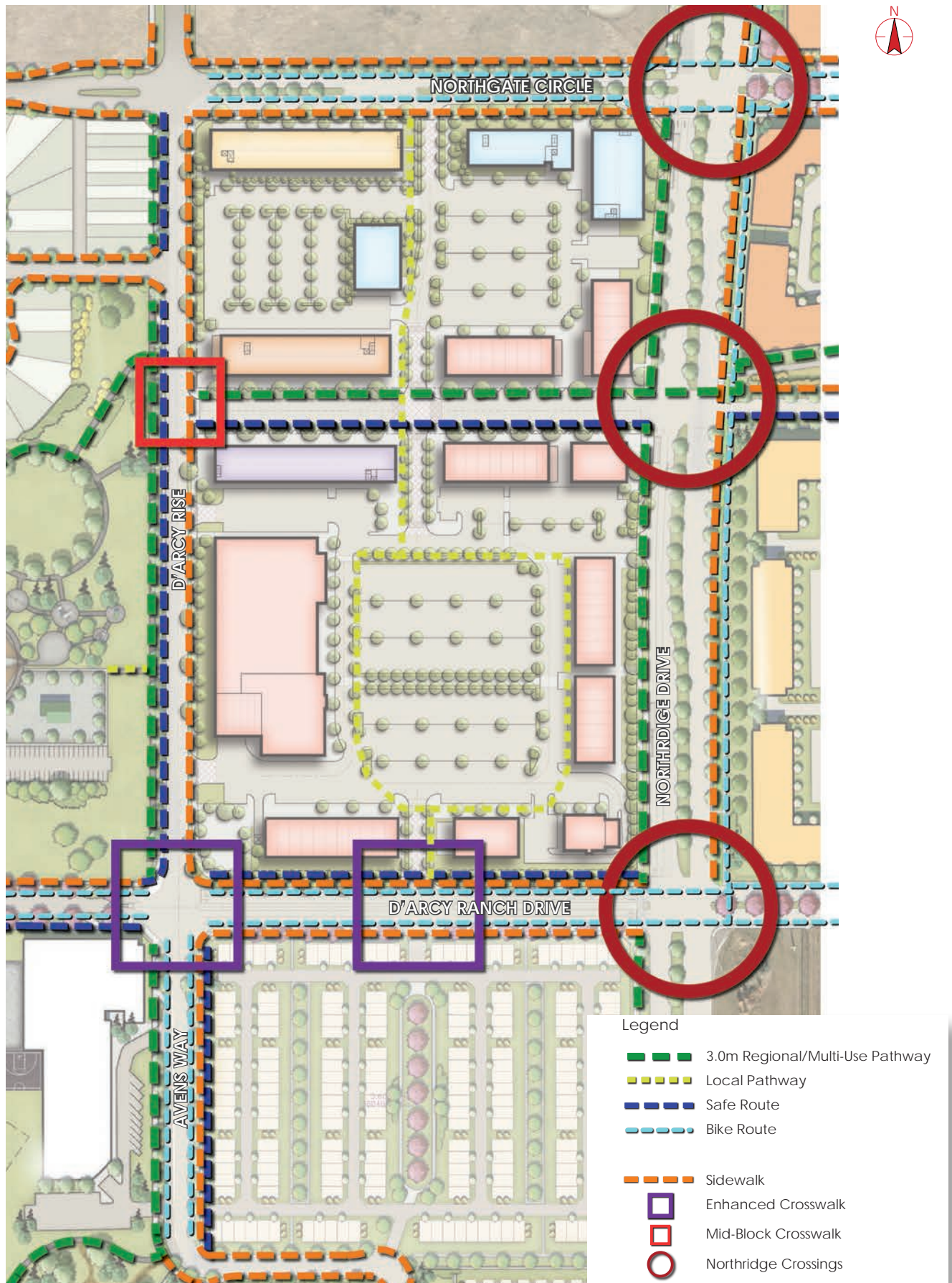


Figure 9 Active Transportation Network



2.6 Open Space Network

Linear connections and a diversity of open spaces, such as green areas, plazas and gathering spaces, will be integrated into the D'Arcy Gateway Village. **Figure 9 - Open Space Connectivity** illustrates the conceptual design of the open spaces and how they are intended to connect to the larger parks and pathway network.

Linear Connections

East-West Connection

Pedestrians and cyclists will be able to move across the D'Arcy Gateway Village via the tree-lined east-west connection. This will provide connectivity for pedestrians and other active modes to the Municipal Dedication Site. Having a convenient connection to the Municipal Dedication Site will encourage vitality and add activity to the area which is envisioned as a potential cultural and recreational amenity that will be planned and implemented by the Town. The connection will achieve the intent of a regional corridor within an urban context.

North-South Connection

The D'Arcy Gateway Village will also feature a tree-lined North-South connection through the Plan Area. The North-South Connection is intended to provide a pedestrian-friendly environment through the provision of sidewalks, plantings and street trees. There may also be the opportunity to provide active transportation infrastructure, including but not limited to storage facilities, along the connection to ensure active users are not limited in their interaction and experiences within the space.

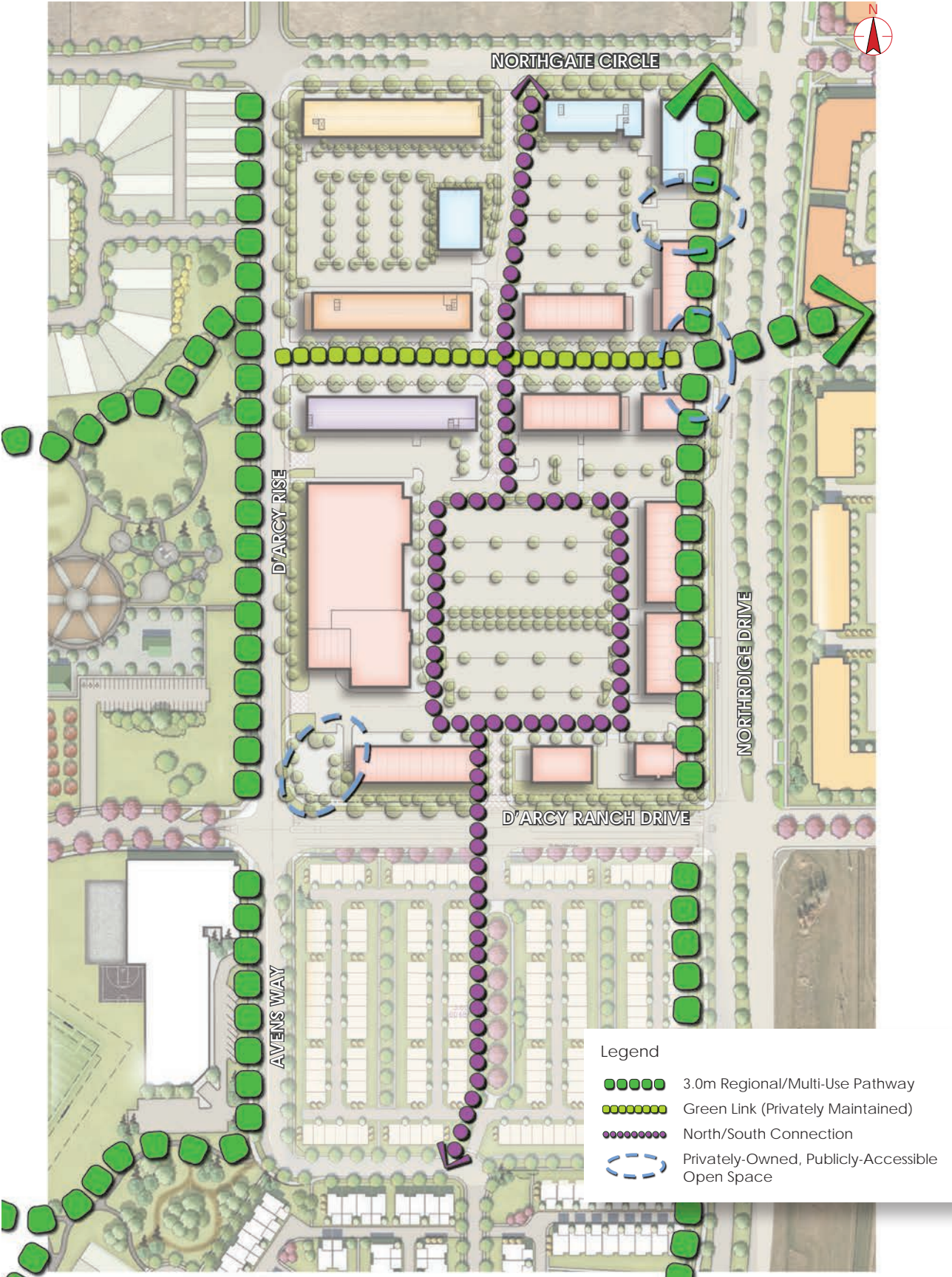
Privately-Owned Publicly Accessible Open Spaces

Plazas and Gathering Spaces

Several plazas are planned within the D'Arcy Gateway Village. These well-designed and attractive open spaces are intended to be publicly accessible and privately managed and may include areas for patios or informal gathering spaces. This provides opportunities for urban open space areas to complement the linear connections through the D'Arcy Gateway Village and Municipal Dedication Site. Public easements may be a condition of Development Permits during later stages of planning to ensure the public can access any such semi-private open spaces.



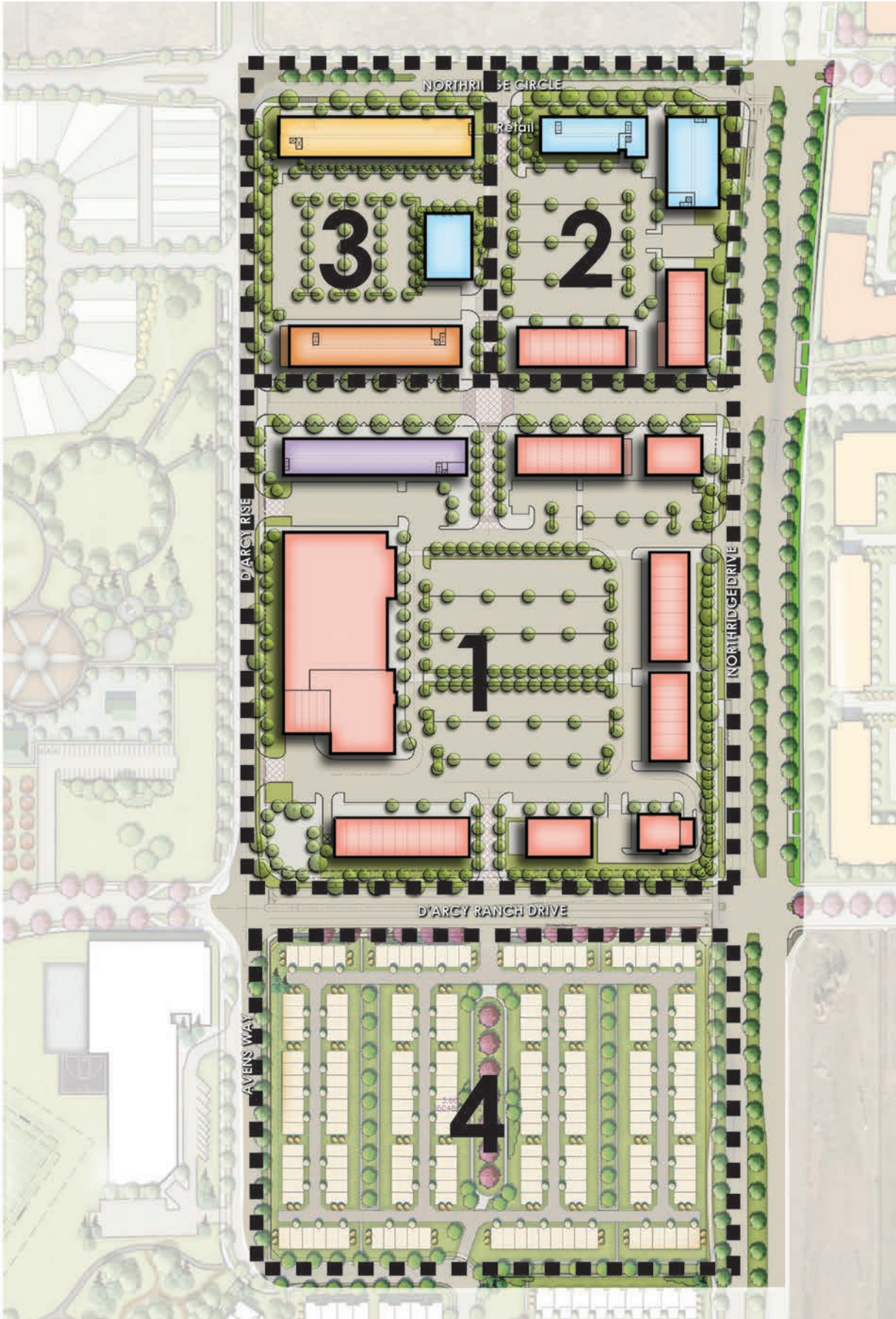
Figure 10 Open Space Connectivity





3.0 PHASING AND INTENSIFICATION CONCEPT

Figure 11 Phasing Plan



PHASING

The D'Arcy Gateway Village District will be built out in four stages as illustrated in **Figure 11 - Phasing Plan**. Each phase will be accompanied by a comprehensive Development Permit ('DP'). This will allow the details of each precinct, or DP area, to be refined prior to development approvals and ensure that there are unifying design elements and a logical site design that meets all policy objectives of the Concept Plan.

The first DP is anticipated to introduce destination commercial retailers with a grocery and drug store along D'Arcy Rise, with supporting commercial retail units within the new commercial centre. These uses will intensify the mix of land uses of north Okotoks in a manner that frames the connected street network.

In subsequent stages of development, the remainder of D'Arcy Gateway Village District will be built-out, increasing the diversity of uses and number of residents in the Plan Area. Phases 2 and 3 are anticipated to introduce a wide range of land uses, with additional office/flex, retail, and residential developments. The final phase, includes the development of a townhome precinct that will enable the introduction of high-quality residential with an appropriate density to help support the adjacent commercial node.

The intended build out of the D'Arcy Village Gateway will result in 152 people and jobs per hectare and supports the Town's objective to accommodate local employment opportunities.



Phasing and Parking Demand

Proposed Uses

The proposed mixed-use development within the D'Arcy OP is expected to consist of four (4) development phases.

Phase 1: Is expected to consist of approximately nine (9) buildings that includes 140,200 square feet of retail / commercial uses and 17,000 square feet of office above the retail / commercial use. The buildings include one combination anchor food store (grocery store) and attached drug store (pharmacy) use.

Phase 2: Is expected to consist of approximately four (4) buildings that includes 22,200 square feet of retail / commercial uses and 92,800 square feet of flexible development space.

Phase 3: Is expected to consist of a total of three (3) buildings that includes one four-story residential building with approximately 107 dwelling units, a three-story building with 9,500 square feet of retail / commercial uses and 89 dwelling units, and a building with 8,500 square feet of flexible development space.

Phase 4: Is expected to consist of 181 attached dwelling units.

Overall Parking Demand and Utilization

Table 1 summarizes the required number of parking stalls per the Town's bylaw requirements and the number of parking stalls proposed.

Parking Stall Summary				
Development Phase	Required # of Parking Stalls	Proposed # of Parking Stalls	Net Difference (Per Phase)	Net Difference (Cumulative)
Phase 1 - Retail	521	592	+7	+7
Phase 1 - Office	64			
Phase 2 - Retail	83	215	-213	-206
Phase 2 - Flexible	345			
Phase 3 - Retail	35	236	-125	-331
Phase 3 - Residential	294			
Phase 3 - Flexible	32	272*	0*	N/A*
Phase 4 - Residential	272			

*Phase 4 - Residential is assumed to utilize on-site parking accommodations such as driveways or garages. Therefore, the parking demand associated with the Phase 4 Residential is not expected to spill over into the Phase 1 – 3 parking areas.

Applying the Town's current parking bylaws to the proposed urban mixed-use development would suggest a peak net parking deficiency of approximately 331 parking stalls, or 24.1%. However, this deficiency implies that the varying peak parking demand periods for the anticipated land uses is irrelevant.

To evaluate how parking demand will fluctuate over the course of the day, the Institute of Transportation Engineers' (ITE) Parking Generation, 4th Edition was consulted for comparable land uses to the proposed mixed-use development.

Only three time periods are expected to see parking demand on site potentially exceed the available number of parking stalls. Between 2:00 PM and 3:00 PM, parking demand is expected to reach 101.2%, resulting in a deficiency of 12 parking stalls. Between 3:00 PM and 4:00 PM, parking demand is expected to reach 101.5%, resulting in a deficiency of 16 parking stalls. Between 6:00 PM and 7:00 PM, parking demand is expected to reach 101.7%, resulting in a deficiency of 18 parking stalls. However, given the relative infrequency of this occurrence and the assumptions related to the proposed Flexible uses, the approximate 1 – 2% difference in parking demand relative to parking supply is considered negligible. In addition, these utilization rates assume 100% occupancy of all uses up to the maximum square footages as well as no vacancies within each of the buildings. Potential underutilization of the total square footages would reduce the parking demand expected on the mixed-use site.

The D'Arcy Gateway Village will emerge over time.
The concept ensures a framework that supports this intensification.

Anticipated Initial Build-Out		
Residential:	200 Townhomes at ±120m²/unit = 24,000m² + 13,610m² for Apartments	
Office/Flex:	11,065 m²	
Retail:	15,970 m²	
Intensity Calculation		
People	496 Units x 2.0 People/Unit	= 992 People
Jobs	(27,035m²)	= 900 Jobs
	30 m² / job	
Intensity	(992 People + 900 Jobs)	= 152 People & Jobs/ha
	12.39 ha	
Floor Area Ratio	(37,610m² + 27,035m²)	= 0.52 FAR
	12.39 ha	



D'ARCY

Gateway Village Concept Plan

Town of Okotoks

December 2018



CONCEPT PLAN:	D'Arcy Gateway Village Concept Plan (D19-DA)
APPLICANT/OWNER:	Stantec / 2015 United Alberta Lands GP Ltd.
LOCATION/LEGAL:	D'Arcy / Portion of Lot 3, Block 9, Plan 181 0640
PROPOSED DEVELOPMENT:	Mixed Use Development Concept
LAND USE DESIGNATION:	Mixed Gateway Village (MGV) District

REPORT

Relevant Sections of the Northwest Okotoks Area Structure Plan (NWOASP):

- Section 6.0 D'Arcy Gateway Area Policies
- Section 8.0 Open Space
- Section 9.0 Transportation
- Section 11.0 Plan Implementation

Relevant Sections of the Land Use Bylaw (LUB):

- Section 9.3.0 Parking and Loading Facilities
- Section 9.5.0 Landscaping
- Section 9.17.0 Building Exteriors
- Section 9.18.0 Comprehensive Site Planning
- Section 9.19.0 Private Vehicle and Pedestrian Facilities
- Section 10 Sign Regulations
- Section 13E Mixed Gateway Village (MGV) District

The subject Development Concept Plan has been submitted pursuant to the Northwest Okotoks Area Structure Plan (NWOASP). The plan encompasses ± 14.18 hectares (± 35.04 ac) of land within D'Arcy and is generally consistent with the South Saskatchewan Regional Plan (SSRP), the Municipal Development Plan (MDP), the NWOASP, the D'Arcy Outline Plan and the Okotoks Land Use Bylaw (LUB). The Concept Plan area is expected to be developed in phases through a series of separate development permit applications.

The intent of the Concept Plan is to provide a **conceptual framework** for future consideration of development permit and subdivision applications for the lands within the Concept Plan area. The Concept Plan does not finalize or specify defined land uses and building sizes at specific locations, but rather **provides guiding principles for the subdivision and development** of these lands in an orderly fashion. The Concept Plan should be used to facilitate development of these lands and, at the same time, ensure there are no unmanageable off-site impacts at build-out in the immediate vicinity of these lands and for Okotoks as a whole. Approval of this Concept Plan should not be construed as development or subdivision approval.

The proposed plan provides a more conceptual level of detail for the site than typical commercial area development concept plans, without comprehensive details on

architecture, signage, lighting, site furniture and site details, or landscaping. The level of detail provides flexibility in how the site builds out but also increases discretion and consideration at the development permit stage.

The D'Arcy Gateway Area ('DGA'), as noted in the NWOASP, is "intended to be planned as a village-like transit supported development and accommodate a range of uses to support Okotoks as a distinct, walkable and complete community within the Calgary Region. The area is intended to intensify over time offering a range of retail and service commercial, employment, as well as other land uses that horizontally and vertically integrate with adjacent medium and higher multi-family residential uses. Appropriately scaled and positioned open space will be designed into the DGA to support future intensification. The diversity of uses in the DGA will intensify over time and grow into a vibrant and livable area."

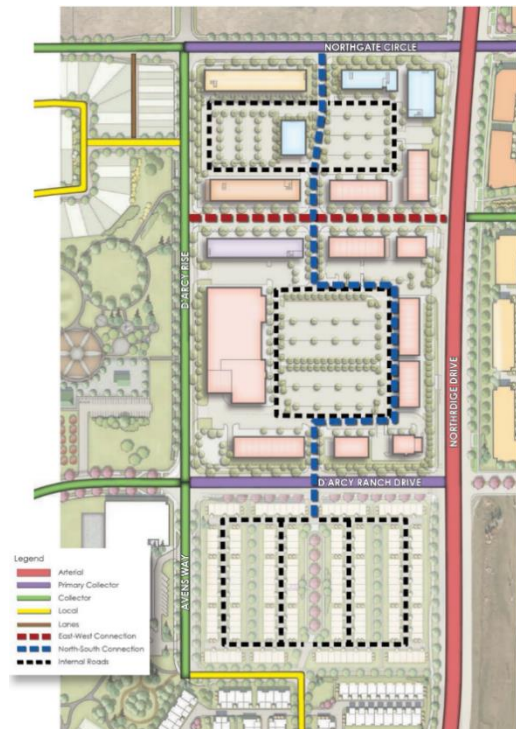
Administration has worked with the Developer, Anthem United, on the conceptual design of the D'Arcy Gateway Village throughout the process of amending the NWOASP and developing the Outline Plan to support the D'Arcy neighbourhood design. The Gateway Village has evolved over this time period to the current proposed design. Although previous draft concepts contained an angled high street to preserve an extended mountain view corridor between Wedderburn and D'Arcy as well as a greater mix of uses across the entire site, the current design maintains the high street concept and a number of mixed use buildings while providing a more efficient layout and commercially marketable development site. The grid layout of the site also lends itself to adaptability and intensification over time.

Administration supports the Development Concept Plan in principle subject to the comments and recommendations in this report.

Vehicle Access and Circulation

The area is separated by a public primary collector road (D'Arcy Ranch Drive), which breaks the overall site into a north and south section. A central all-turns intersection on D'Arcy Ranch Drive, which aligns with Banister Gate to the east, will connect the north and south sites for vehicular and active transportation.

The north site has four primary access points, which includes a 'high street' concept that connects directly from Northridge Drive to D'Arcy Rise. The other main accesses are from Northgate Circle along the north boundary and D'Arcy Ranch Drive from the south boundary. Three other potential secondary access points are also proposed, one right-in-right-out from Northridge Drive into the central commercial area, and two from D'Arcy Rise.



The south site is bordered by D'Arcy Ranch Drive to the north, Avens Way on the west and south, and Northridge Drive along the east side. Two vehicle access points are proposed, one from D'Arcy Ranch Drive at the north and one from Avens Way at the south.

The access and circulation concept as proposed is acceptable to Administration subject to the following:

- The final design and exact alignment of the access points are subject to review and acceptance by Engineering Services at the respective development permit stage.
- A cross access and parking easement to support shared parking and access across the sites will need to be registered as required at the development permit stage.
- Detailed truck turning (i.e. delivery, fire, and refuse collection) templates and travel paths will be required with each development permit submission.
- Details on internal traffic control signage will be required with each Development Permit submission.
- The internal road system shall be phased and developed in a logical fashion to the satisfaction of the Municipal Engineer.

Parking

The proposed Mixed Gateway Village (MGV) District provides for a variety of residential, commercial, recreational and institutional uses with the majority of the commercial uses having a parking requirement of 1 space per 25m² of floor area. The parking areas are shown conceptually in the development concept plan with the specific configuration to be determined at the development permit stage. Nevertheless, in support of the phased development approach to the lands, a parking analysis has been provided including the proposed parking provided per phase and proposed variances with each phase (Attachment 3). A summary of the proposed parking in relation to the required parking is provided below.

Development Phase	Expected Development	LUB Parking Requirement*	Proposed Parking	Net Variance	Cumulative Variance
Phase 1	13,025m ² (retail) 1,579m ² (office)	584 spaces	592 spaces	+8 spaces	+8 spaces
Phase 2	2,062m ² (retail) 8,621m ² (office)	427 spaces	215 spaces	-212 spaces (50%)	-205 spaces (20%)
Phase 3	883m ² (retail) 790m ² (office) 89 Dwelling Units 107 Apartments	414 spaces	236 spaces	-178 spaces (43%)**	-383 spaces (27%)**
Phase 4	181 Attached Housing Units	362 spaces	272 spaces	-90 spaces (25%)**	-473 spaces (26%)

*The LUB parking requirement numbers in this table differ from the ones contained in the parking analysis as minor differences in the assumptions for parking requirements were used in the analysis from what was adopted by Council under Bylaw 44-18 to establish the MGV District, which is provided in this table.

**Percentages corrected per comments at December 13, 2018 meeting

As indicated in the table and the report, no variance with Phase 1 is anticipated with increasing variance to minimum parking requirements with Phases 2 and 3. It is expected that capacity of the parking area will start to be reached at specific times with Phase 2 and increase with Phase 3, assuming a full build-out and full occupancy of the site. Administration is supportive of the approach to parking as it allows for monitoring of the parking situation with completion of each phase as well as encouraging active transportation use to the site as finding a parking space becomes less assured. On-street parking will also be provided on D'Arcy Rise and a portion of Northridge Circle.

Administration supports the parking concept as submitted subject to the following:

- Registration of a cross parking agreement across the Phase 1, 2, and 3 development areas at the time of development permit approval.
- Administration recommends that parking be reviewed with each development permit submission and parking will be monitored during development to ensure that sufficient parking is provided at build-out.

Active Transportation Network

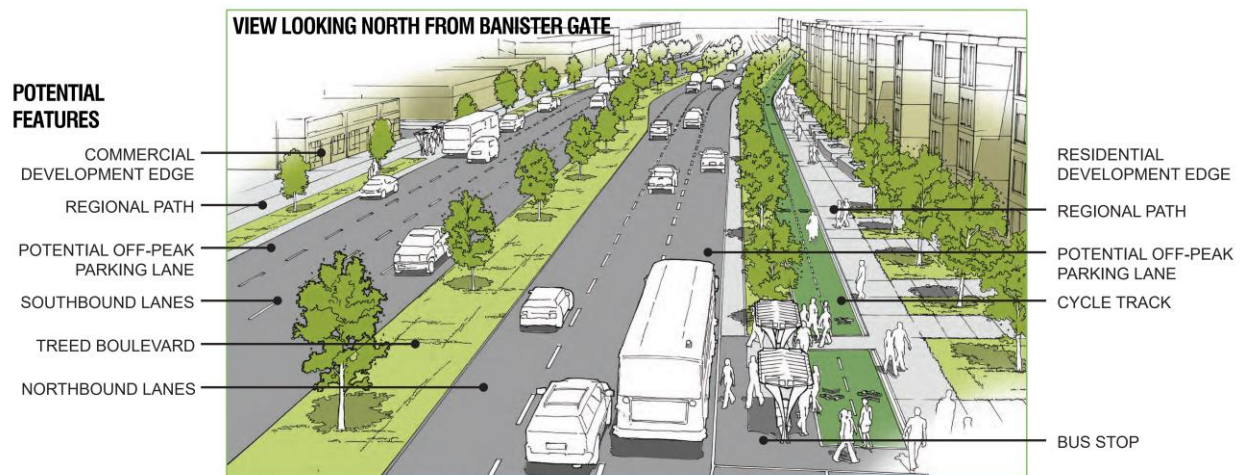
Active transportation is a key focus of the NWOASP, which provides direction on the need for a complete and connected Active Transportation Network, appropriate bike storage facilities at community destinations, direct connections through the community and surrounding areas, and an emphasis on achieving a safe, comfortable, and connected active transportation network.

The figure below is an excerpt of the accepted active transportation network design of the D'Arcy Outline Plan area. Of note to the subject area is the connection of the regional pathway and safe route through the proposed 'high street' and enhanced crosswalk locations.

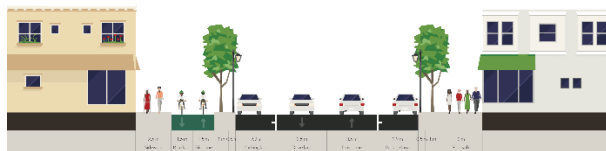


Administration generally supports the integration of active transportation within the Plan Area and connectivity with the surrounding area. All surrounding internal neighbourhood public roads are designed to the complete street specifications with separated sidewalks and bicycle lanes and Northridge Drive is intended to be upgraded in the longer term to

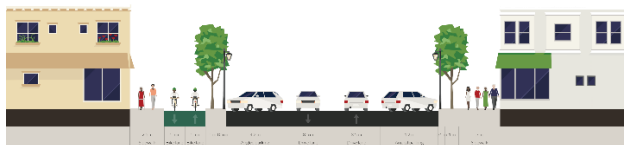
better support active transportation users with cycle tracks and wide sidewalks as indicated on the image below. The exact ultimate redesign of Northridge Drive will be determined through the Town's detailed design process, which is targeted for 2019.



The central high street is intended to be easily walkable and support other active transportation users as it will be integrated with the regional pathway network, which will connect D'Arcy and Wedderburn through the subject site within a private road with public access. The high street is shown conceptually with the possibility of parallel or angled parking in the Plan. Administration recommends a final detailed design for the high street be established in advance of the first development permit for the subject lands as it forms the proposed boundary between Phase 1 and Phases 2 and 3 of development.



Parallel Parking Option (24.3m)



Angled Parking Option (27.5m)

The internal pedestrian network is not ideal as a significant number of crossings of parking drive aisles are required to navigate the site. However, thoughtful placement of sidewalks, textured crossings, and landscape features can improve the pedestrian experience. Administration generally supports the active transportation network subject to the following:

- The 'enhanced north-south pedestrian crossing' be further reviewed at the development permit stage to determine whether features beyond typical cross-walk infrastructure should be considered.
- An acceptable detailed design of the high street is to be provided prior to consideration of the development permit of the first phase of development demonstrating how parking, the regional pathway connection, walkability, and building frontage will be addressed.
- Internal sidewalks are designed at the development permit stage to maximize pedestrian safety and consider all users, including sizing of sidewalks and

letdowns to accommodate wheelchairs. Ideally, sidewalks should be designed to provide a minimum space of 1.8m to accommodate persons with reduced mobility and strollers.

- Pedestrian crossings are elevated or textured to provide a more comfortable environment for walking through the site.
- A consistent or complementary design for benches, bicycle storage facilities, and waste receptacles is provided with the first development permit for the site.
- Bicycle storage facilities are located in safe and convenient locations to encourage use.
- Landscaped islands and other landscaped features are used to break up parking areas and support a more comfortable walking experience.

Transit Readiness

Although Okotoks is currently in the planning stages of implementing local transit and there is no regional transit currently operating, outside of private commuter services, the site has been designed to accommodate further long term fixed stop location transit services. Administration recommends rough-in bus zones (i.e. concrete pads without signage or enclosures) be provided at the development permit stage to support transit service in the future.

Architecture and Building Placement

Limited information on the proposed architecture of the Plan Area has been provided by the Developer. Administration supports a more themed and elements approach to the design of the areas over very specific details given the site is expected to build-out slowly over time. However, the only architectural guidance is indicated in the vision statement, which states “[t]he striking architecture will take hints from the long horizons of the prairies, gables found on traditional ranches and materials borrowed from the foothills and rugged mountains such as stone and timbers that will greet you as you walk down high street”. As the direction is fairly open, it will be up to the development authority to determine if the design of structures on the site are consistent with this vision.

Administration accepts the proposed approach to architectural design as the building design guidelines with the MGV District and the Design Guidelines (Section 2.3) within the Plan encourage a high standard of design with future development permit applications needing to demonstrate how these guidelines are considered.

Buildings aligned with the high street will have their primary accesses from the high street to ensure commercial uses are activating the street. Other buildings are oriented along the perimeter of the sites with primary accesses facing into the site and the option of accesses to the public streets. Ideally, all buildings have street oriented entrances but given the desire of providing direct access to the parking areas and the challenges of orienting a business for dual frontages, Administration accepts the building layout provided internal pedestrian sidewalks and connections are well designed and all exterior building elevations are designed with high quality architectural aesthetic.

Signage

The Plan does not contain specific sign criteria or acceptable designs for the site or any proposed locations of freestanding signage. A master sign program is proposed to be developed by building complexes and freestanding signs (or pylon signs) to be identified and reviewed at the site development permit stage.

Administration recommends specific sign criteria be developed for the sites at the Development Permit stage to allow for minor changes to signage over time, through tenant changes without the requirement for development permit submissions. The sign criteria must address fascia signage and overall signage strategy for the development, including the pylon signs for the entire development area.

Landscaping

Landscaping information for the Plan area is generalized with approximate tree locations shown, examples of landscape feature ideas, and description that landscaping will include “hardy, native plantings, and a variety of feature landscape treatments that will showcase some of the characteristic plants of the southern Alberta foothills”. As such, landscaping features, design and species selection will need to be determined at the site development permit stage. Administration notes that native plantings are encouraged but selection will need to consider the urban context of the site with species that can thrive in that environment.

Development permit submissions must indicate the details on the area, number, size and type of vegetation to be provided and meet the minimum requirements of the Land Use Bylaw and Town Design and Construction Specifications.

Phasing

The Plan area is intended to be constructed over four phases with accompanying comprehensive site development for each phase. As indicated in the Plan, “the details of each precinct, or DP area, to be refined prior to development approvals and ensure that there are unifying design elements and a logical site design that meets all policy objectives of the Concept Plan”.

- Phase 1 is proposed to include a large format retail store (proposed grocery and drug store) and supporting commercial retail units in the central site. This phase is anticipated to include nine buildings with 140,200 square feet of retail/commercial uses and 17,000 square feet of second floor office space.



- Phase 2 is proposed to include 22,200 square feet of retail and 92,800 of office or similar flexible space over four buildings.
- Phase 3 is proposed to include three buildings with one four-story apartment building containing approximately 107 units, a three-story mixed use building with 9,500 square feet of retail/commercial uses and 89 dwelling units, and 8,500 square feet office/flexible development space building.
- Phase 4 is proposed as largely residential townhome at higher density than typical townhome areas to support the commercial area. This area could potentially include live/work unit configurations.

RECOMMENDATION:

That the D'Arcy Gateway Village Concept Plan be approved in principle subject to the comments and recommendations of this report being addressed at the time of subdivision or development permit application.

This approval should in no way be construed to constitute development or tentative/subdivision approval. This approval is intended to be used to establish the framework for further planning submissions and applications. Further applications are to be made in accordance with requirements of the Town of Okotoks.

Attachments:

1. D'Arcy Gateway Village Concept Plan
2. Bylaw 44-18 (as adopted)
3. Parking Demand Analysis and Ratio Recommendations
4. Northridge Drive Redesign Illustrative Concepts
5. Previous Gateway Village Concepts (2015 & 2016)

Prepared by:
Planning Services Team (CG)
December 14, 2018

Town Policies and Plans mentioned in this report:

- [South Saskatchewan Regional Plan](#)
- [Municipal Development Plan](#)
- [Northwest Okotoks Area Structure Plan](#)
- [Land Use Bylaw](#)
- [D'Arcy Outline Plan](#)