OKOTOKS DOWNTOWN URBAN DESIGN MASTER PLAN

Adopted by Town of Okotoks Council on April 23, 2018

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In May 2017 O2 Planning + Design was appointed by the Town of Okotoks to prepare the Downtown Urban Design Masterplan.

All design illustrations in this Masterplan are conceptual designs created for discussion purposes only.

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EXECUTIVE SUMMARY

The Town of Okotoks is embarking on a process to enhance the rich identity of Okotoks' Downtown with a vibrant public realm that enlivens the community. It is an opportunity to create places for gathering, shopping, playing and working.

The Downtown Okotoks Urban Design Master Plan (UDMP) embodies ideas of contemporary sustainability. The UDMP presents a vision, goals and a set of guiding principles that will guide Okotoks in becoming a showcase of sustainable technology and design, promoting a compelling look-and-feel of main areas and streets and celebrating the cultural and character-defining elements of the town.

GUIDING PRINCIPLES

The UDMP contains six key principles that will guide the future development of Okotoks' Downtown:

SUSTAINABILITY AND ACTIVE LIVING

Places, buildings and streets are designed with the environment in mind. The urban infrastructure creates opportunities for residents to enjoy an active lifestyle that nurtures community well-being.

PUBLIC SPACES

Public spaces are well connected to one another and are cherished, safe and inviting for the community to gather year-round.

CONNECTIVITY AND EASE OF MOVEMENT

The transportation infrastructure is a multi-modal network allowing for the environmentally responsible and cost-effective movement of people and goods through Downtown.

CHARACTER AND IDENTITY

The Downtown represents Okotoks with an identity of sustainability and innovation while anchoring in the heritage values of its neighbourhoods.

ACTIVE STREETSCAPE

The Downtown is animated with a mix of businesses and contemporary infrastructure creating lively and engaging streets where people can move around in a safe and inclusive manner.

ARCHITECTURAL INNOVATION

Downtown Okotoks is a leader of environmental stewardship through low-impact and environmentally conscious architecture and infrastructure with creative resources and advanced technologies.

BIG MOVES

Eight 'big moves' or improvement projects are intended to be tacked through the UDMP:

1. Plazas and Open Spaces
2. Gateways
3. Green Main Street
4. Veterans Way and Daggett Street
5. Sustainable Mixed-Use Buildings
6. Sensitive Infill
7. Mid-Rise Neighbourhood
8. Riverfront and Public Market

INTRODUCTION

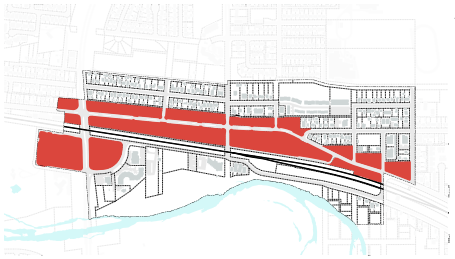
PURPOSE OF THE PLAN

The purpose of the **Downtown Okotoks Urban Design Master Plan (UDMP)** is to guide the design of the built form, streetscapes and public spaces within the Downtown and inform a future Area Redevelopment Plan and land-use bylaws.

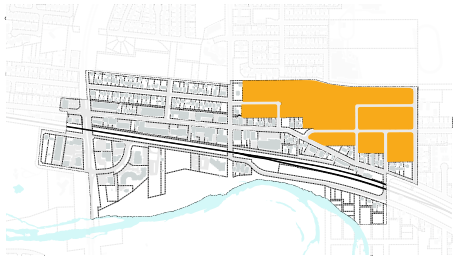
STUDY AREA

The study area (refer to page 6) encompasses the Downtown core as well as the commercial lands to the west of Northridge Drive, the escarpment to the north, the Sheep River to the south and Lineham Avenue to the east. The UDMP will include adjacent streets, parks and open space. Within Downtown, there are four sub-areas with varying characteristics. These include the historical mixed-use Elma Street, the residential Elma Street East, the main commercial streets (Elizabeth, McRae and North Railway Streets) and the Riverfront lands adjacent to the Sheep River.

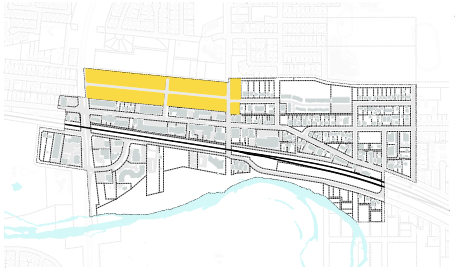
MAIN STREET



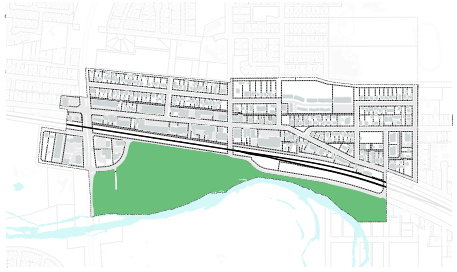
ELMA STREET EAST



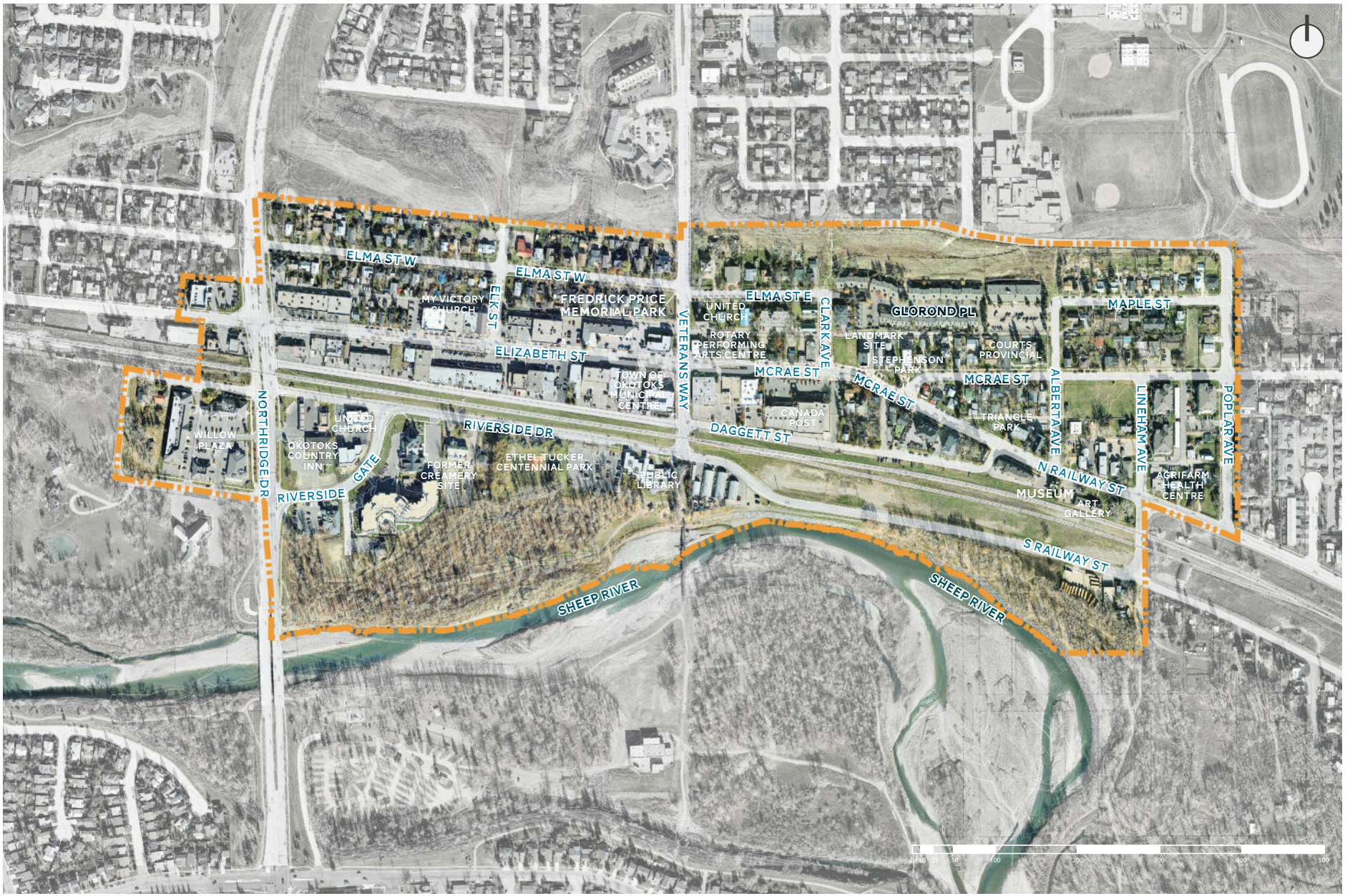
ELMA STREET WEST



RIVERFRONT



PLAN STUDY AREA




MAIN STREET LOOKING EAST, 1912

OKOTOKS STREET SCENE, 1926

CPR STATION, 1900

HISTORY

The Town of Okotoks is located on the foothills of the Alberta Rockies, nested in the valley of Sheep River. Indigenous Peoples, particularly the Blackfoot First Nation, have inhabited the region for at least 12,000 years. The name “Okotoks” is derived from the Blackfoot word “Okatoks”, meaning “the crossing by the Big Rock”. The Big Rock is an angular glacial erratic located five miles southwest of the town and is believed to have been a landmark used in early travels along the mountain.

Okotoks is one of Alberta’s earliest European settlements. Although explorers have been known to pass through this area since the early 1800s, the earliest settlement is believed to date back to the 1870s.

The first wave of development in this area was brought by the Trans-Canada Railway that connected Calgary to Fort Macleod. This infrastructure allowed the growth of the sawmill industry in 1889. In 1913, the discovery of oil in Black Diamond established Okotoks as “the heart of the Oilfield” as it was the nearest town with a railway station.

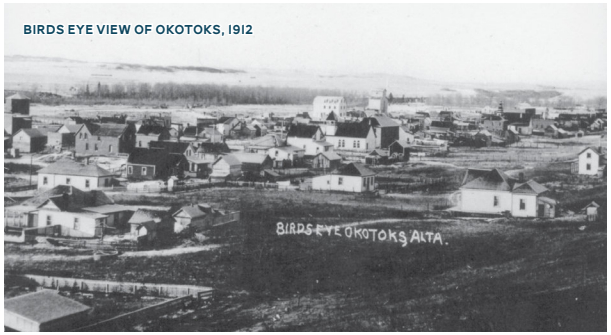
In spite of the new developments, the town suffered many calamities. Located in the river valley of the Sheep River, the town became susceptible to frequent floods, causing significant property damage. The town was also victim to frequent fires that destroyed many historic buildings.

In the late 60s and 70s, Okotoks experienced a relative boom with the arrival of industries such as the Texas Gulf Sulphur Plant and the Mocoat Fibre Glass.

Over the last 30 years, the town has attracted an influx of new residents, many who commute to Calgary for work. As a result, Okotoks has become the second youngest mid-sized urban centre in Canada and the youngest community in Alberta with 72% of the population under the age 45.

Since 2000, the Town of Okotoks has undertaken a Downtown revitalization project to improve the overall aesthetics and economic viability of the Downtown. Considerable improvements have been made to Downtown streets. Efforts have been undertaken to brand the Town of Okotoks, specifically Downtown. The development of this UDMP will further inform future developments to enhance and create a community that is cherished by all.


STOCKTON BLOCK, 1928



BIRDS EYE VIEW OF OKOTOKS, 1912

PARTNERSHIPS

Within the Downtown are a number of key stakeholders and partners such as CP Rail, Olde Towne Okotoks business group, residents and landowners. Each has a stake in the future of town. The UDMP is a step in creating a dialogue with stakeholders and residents to explore a common vision and work towards a mutually beneficial goal.

As part of the project delivery, the Town of Okotoks began engaging with the public in April 2017. The objective of the engagement was to provide residents and landowners with opportunities to share thoughts and offer feedback on the design and vision for their Downtown. The engagement consisted of two public open houses, one commercial open house, an online mapping tool with questionnaires and two workshop classes with students at Holy Trinity Academy and the Foothills Composite High School.

WHAT WE HEARD

The engagements have been successful in informing the basis of this UDMP. Residents of Okotoks revealed that they want the town to be:

- A showcase for the future of Downtowns across Canada
- A central gathering place for everyone
- A place for sustainable living and creativity
- A connector for people, the environment, green energy and healthy living
- Pedestrian-friendly, culturally rich and activity-driven
- A showcase for innovative technologies
- A mix of different businesses and creative office spaces
- Full of interactive art and brand-specific amenities

EXISTING PLANS AND VISIONS

Nine statutory and non-statutory documents guide the UDMP. The following summarizes key points and guiding principles from each document:

1. **TOWN OF OKOTOKS MUNICIPAL DEVELOPMENT PLAN (1998)**
   - Supports the development of architectural and sign regulations for the Downtown area
   - Suggests that Downtown visual elements should be improved, including landscaping, street furniture, lighting and public art
   - Specific policies pertain to design elements in the Downtown. The Municipal Development Plan is scheduled to undergo a major review and update, so the particulars of these policies may change; however, the Town's commitment to the revitalization of the Downtown is consistent.

2. **OKOTOKS COMMUNITY VISION (2014)**
   - The Community Vision is based on the six principles of Liveable Okotoks, Vibrant Civic Culture & Heritage, Inclusive Neighbourhoods, Active Lifestyle, Sustainable Design and Local Economy
   - Downtown should be a more active, vibrant place where there are things to see and do throughout the day and into the evening
   - As a central gathering place, Downtown requires attention, investment and some re-thinking of design, programming and services that reflect the people who make Okotoks great
   - Need to address design and mix of commercial/ restaurant uses

3. **DOWNTOWN COMMUNITY ASSESSMENT (2014)**
   - Among the suggestions in this assessment is that Downtown needs a focus with signage regulations, wayfinding, sidewalk cafes and beautification
   - Downtown needs an identity and urban-design guidelines as an important step to establish this identity

4. **DOWNTOWN PARKING STUDY (2014)**
   - Recommendations for managing Downtown parking

   - **OKOTOKS ACTIVE TRANSPORTATION STRATEGY (2015)**
   - Recommendations for improvements to more active-transportation supportive infrastructure in the Downtown, including barrier-free design and better access for pedestrians and bicyclists to the Downtown

5. **OKOTOKS BRANDING, DEVELOPMENT, & MARKETING ACTION PLAN (2016)**
   - Recommends the creation of a Downtown Development Master Plan for a plaza, eventual market/pavilion, shared parking and pedestrian-focused development

6. **OKOTOKS COMMUNITY SUSTAINABILITY PLAN (2016-2019)**
   - One of the six actions listed for 2016-2019 is to "animate Downtown", which includes a potential facade-improvement program, a Downtown redevelopment plan, a parklet, patio and sidewalk display pilot program, and a landscape-beautification program

7. **OKOTOKS ECONOMIC DEVELOPMENT STRATEGIC PLAN (2016-2020)**
   - The Strategic Plan contains four "Big Hairy Audacious Goals" (BHAGs) with corresponding objectives and actions
   - BHAG #2 is "We have a vibrant Downtown with three anchors", which will meet the objective of "Downtown Okotoks is a vibrant central gathering place for visitors and locals"

8. **OKOTOKS RIVER VALLEY MANAGEMENT PLAN (2003)**
   - Provides direction for the protection, maintenance and rehabilitation of the river valley lands
   - Main focus of the plan is on publicly owned lands; however, it also recognizes privately owned lands, the river and existing developed park space within the river valley boundary
   - It applies an understanding to sensitivity of the landscape and provides management guidelines on issues found throughout the river valley, including guidelines for private development next to the specified natural areas

VISION + GOALS

VISION

Downtown Okotoks projects an image of contemporary sustainability along its warm main street that celebrate its vibrant heritage.

GOAL 1. PROJECT SUSTAINABILITY

The image of sustainability should be visible through green streets lined with buildings that feature sustainable elements.

GOAL 2. ESTABLISH A WARM AND CONTEMPORARY MAIN STREET

Downtown should be defined by a fine-grained pattern of shops that are built with a contemporary palette of warm natural materials.

GOAL 3. CELEBRATE THE HERITAGE OF THE TOWN

The existing heritage buildings should be protected and celebrated as part of the defining characteristics of the town.

The following image is a conceptual illustration of what could happen over time with redevelopment, rather than a prescriptive design.

SITE ANALYSIS

This section discusses the existing conditions of the study area, identifying areas of concern and suggesting potential opportunities for improvement. These observations are elaborated on in more detail in the “Big Moves” section.

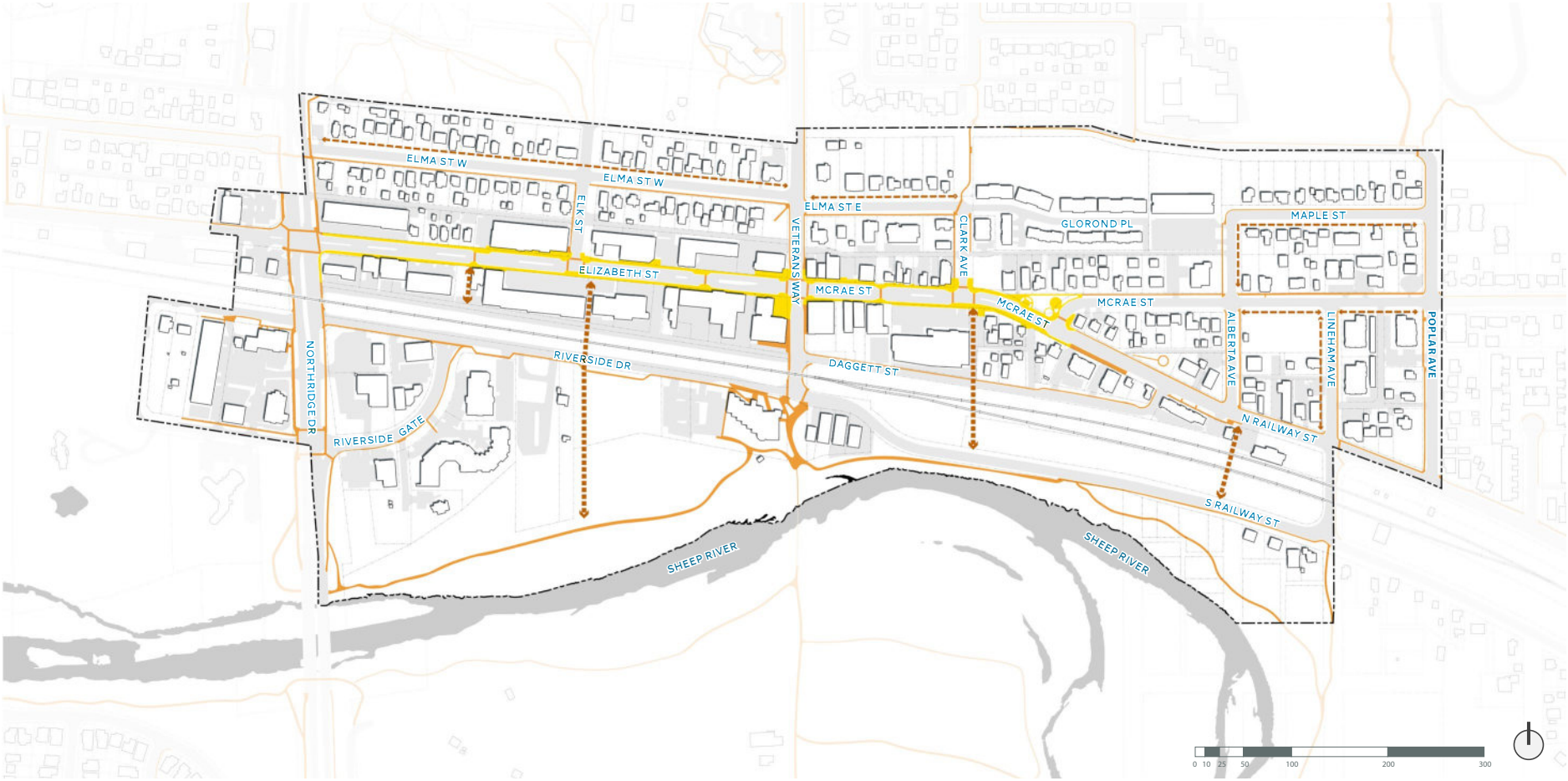
PAVED AREAS IN DOWNTOWN OKOTOKS

The map above illustrates how pedestrian sidewalks (shown in light orange) are not as continuous as vehicular roadways (shown in dark orange). For instance, on Elma Street, there are sidewalks on only one side of the street. There are opportunities throughout the Downtown to improve the pedestrian experience by placing sidewalks on both sides of the streets, improving crosswalks, creating mid-block pedestrian connections and creating connections to adjacent neighbourhoods.

LEGEND

- Road and Parking Lot
- Pedestrian Sidewalk

PEDESTRIAN CHALLENGES AND OPPORTUNITIES



Okotoks has invested considerably in its public realm through streetscape and public-space improvements in the Downtown. This map highlights the pedestrian network within the study area. In order to complete the network, pedestrian sidewalks are required on Daggett Street, Elma Street, Riverside Gate and towards the east of Downtown on Maple Street, Alberta Avenue, Lineham Avenue and McRae Street. Currently, connections from the north side of the rail line to the river are poor. Adding mid-block connections across Daggett Street towards the river would improve north-south connectivity.

LEGEND

- Existing Pedestrian Sidewalk
- Updated Pedestrian Sidewalk
- Missing Mid-block Connections
- Missing Neighbourhood Sidewalk

STREET TREES AND FURNITURE

Downtown Okotoks has significant tree cover throughout the study area as well as robust natural areas along the river's edge. Within the central Downtown, there are significant opportunities to enhance the tree coverage along Riverside Drive, Northridge Drive and the main commercial streets. Street trees have a significant positive impact on the microclimate. Additionally, they add aesthetic, cultural and environmental values to the public realm.

LEGEND

- Existing Trees
- Street Light
- Benches

ACCESS AND CONNECTIONS

The map above illustrates building entrances, walls and active edges. These components define the pedestrian environment. The main street has positive elements such as a high frequency of building entrances indicating a fine-grained pattern of storefronts. These storefronts are generally defined by active edges and transparent walls. By encouraging more transparent walls, the pedestrian realm of the main street would be significantly improved. Future developments should be built close to the street line to ensure a continuous storefront pedestrian experience.

CHALLENGES

- Missing Gateway
- Existing Plaza/Playground
- Building Entrances
- Disconnected Street Frontage Due to Parking
- Blank/Solid Walls
- Transparent Walls
- Store Front
- Active Edges

MAIN COMMERCIAL STREETS

The main commercial streets have a number of developments with parking in front of the buildings. This parking interface results in undesirable conditions for pedestrians. Additionally, prioritizing parking in the public realm encourages driving over the use of alternative modes of transportation.

PUBLIC REALM

The streetscape along Riverside Drive contains a long stretch without sidewalks. This road has the potential to become more visually attractive and multi-functional by adding sidewalks, street trees and pedestrian and cyclist linkages into the Downtown.

UNDEVELOPED STREETS

Mainly used as a back lane for buildings facing Elizabeth Street, Daggett Street has not been developed and is devoid of street trees, furniture, sidewalks and other pedestrian and cycling amenities.

SIDEWALKS AND STREET FURNITURE

The sidewalk treatment, furniture and lighting on Elma Street do not match well with the character of the street. The lack of a sidewalk on the north side of the street significantly reduces access to properties and commercial businesses along the northern side of the street.

MID-BLOCK CROSSINGS

The pedestrian crossing between Riverside Drive and Daggett Street is currently cluttered and uninviting. Making improvements to and upgrading walkways such as this crossing will help encourage people to utilize these connections more frequently.

PUBLIC SPACES

Nested in the heart of Downtown, Triangle Square Park is situated in a prime location for a public space; however, the playground in the park is underutilized. Improving the amenities within Triangle Square Park and transforming such open spaces into plazas and/or other programmable spaces could help foster a more vibrant and lively public realm, while contributing to a sense of community and place.

DESIGN PRINCIPLES

The following design principles aim to support the vision and goals of the UDMP. These design principles are driven by the input gathered from multiple community engagements as well as the previous guiding directions from Council-approved documents. The following principles will help shape the future development of Downtown Okotoks.

SUSTAINABILITY AND ACTIVE LIVING

Places, buildings and streets are designed with the environment in mind. The urban infrastructure creates opportunities for residents to enjoy an active lifestyle that nurtures community well-being.

- Encourage green roofs in future developments
- Create green spaces and gardens, where possible
- Integrate energy-efficient solar technologies (similar to the Drake Landing Solar Community)
- Develop green streets with bioswales and rain gardens to manage stormwater
- Incorporate natural habitats and landscape elements such as native trees and plants
- Encourage development to maximize sunlight and natural ventilation
- Improve street design to be more pedestrian orientated
- Consider adding protected bicycle lanes

PUBLIC SPACES

Public spaces are well connected to one another and are cherished, safe and inviting for the community to gather year-round.

- Create vibrant places for people to gather
- Enhance arts and culture through public art and temporary installations
- Develop and/or adapt existing amenities to support outdoor public markets
- Explore the history of a site and its neighbourhood for potential placemaking opportunities
- Ensure that public spaces are well connected and accessible within the Downtown and its adjoining neighbourhoods

CONNECTIVITY AND EASE OF MOVEMENT

The transportation infrastructure is defined by a multi-modal network that allows for the environmentally responsible and cost-effective movement of people and goods through the Downtown.

- Enhance the existing network of pathways in the Riverfront zone
- Provide connected sidewalks and upgrade existing infrastructure to improve walkability
- Expand the cycling network
- Improve accessibility by managing parking (not more, but smarter; such as strategic placement, organization and facilitating parking turnover, etc.)
- Improve signage and update wayfinding strategies
- Streamline traffic flows and manage speeds
- Develop alternative routes around/over/under train tracks
- Prioritize and plan ahead for transit

CREATING CHARACTER AND IDENTITY

The Downtown presents an identity of sustainability and innovation while preserving the heritage value of its neighbourhoods.

- Encourage varied programming and mixed-uses
- Preserve existing heritage buildings and landmarks
- Create guidelines to ensure new development is contextually sensitive
- Preserve the Riverfront as a natural area
- Consider flood mitigation in design strategies
- Create green streets that promote sustainability and help manage stormwater

ACTIVE STREETSCAPES

The Downtown is animated with a mix of businesses that create lively and engaging streets where people can move around in a safe and inclusive manner.

- Design main building entrances to be prominent, identifiable and distinctive
- Activate inviting storefronts by using transparency and maximizing visibility.
- Provide spaces for interaction between residents and their neighbours
- Allow space in front of storefronts for programs such as vending, seating and dining
- Ensure passive surveillance and adequate lighting for safety and security
- Improve the relationship between buildings and the street by enhancing building frontages and removing front parking lots where possible

ARCHITECTURAL INNOVATION

Downtown Okotoks is a leader of environmental stewardship through environmentally conscious architecture and infrastructure with creative resources and advanced technologies.

- Ensure compatibility between new developments and its surrounding context by reflecting both historic and modern designs
- Explore designs that contribute to compelling new forms and architectural styles
- Revitalize existing structures on the site, where feasible, as a means of incorporating historical or cultural elements and retaining current characteristics
- Use warm, natural materials in a contemporary manner to project Okotok's progressive identity

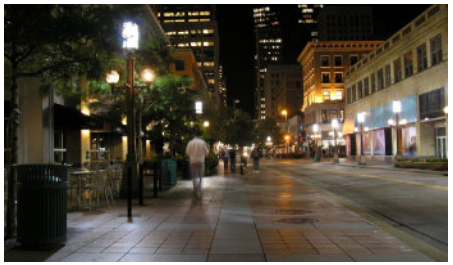
PUBLIC SPACE GENERAL GUIDELINES

The following public space element guidelines apply to all areas of the Downtown.

STREET LIGHTING

Street lighting should provide adequate lighting for the roadway during night-time. Consider lighting solutions that reduce light pollution, while providing clean white light with true colour rendering to delineate paving features.

PEDESTRIAN LIGHTING



Consider the use of pedestrian or low level lighting only where design parameters permit to improve the ambiance of the pedestrian environment. The use of LED lighting is encouraged to provide clean white light with true colour rendering to delineate paving features.

BICYCLE RACKS AND POSTS

Bicycle racks and posts allow for the secure mounting of a single or multiple bicycles per structure. They can be placed in a zone designated for urban furniture, but can also partially take up an on-street parking zone (bicycle corrals). Bicycle posts are standalone structures for parking one or two bicycles. They minimize the visual and physical impact of the street. Where appropriate, bicycle racks could also be creatively designed, providing a sculptural element in the public realm.

BICYCLE SHELTERS

Bicycle parking shelters are covered areas for locking bicycles. By providing a safe, sheltered place for people to leave their bikes in public, more people may feel encouraged to choose cycling as their mode of transport.

WASTE RECEPTACLES

Waste receptacles should be placed along commercially active streets, parks and open spaces. Where possible, its style should complement its neighbour street furniture. Receptacles should be serviced accordingly to keep the area around it as clean and presentable as possible.

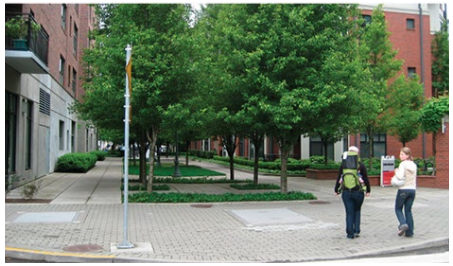
SCREEN SURFACE PARKING

Should exposed surface parking be unavoidable, provide screening from any secondary streets using planting, landscaping, decorative walls and/or fencing.

MULTI-FUNCTIONAL URBAN ELEMENTS

Connect neighbourhoods to their natural spaces through ecological urban design. Seek opportunities to design bioswales or rainwater infiltration trenches throughout the neighbourhoods rather than the traditional curb catch basins and sewer solution.

REINFORCE EXISTING OPEN SPACE



Where a strong open space concept exists in the neighbourhood, reinforce its existing character and street-tree planting patterns, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build on in the future. Provide visibility to private open spaces to enhance views and increase the passive surveillance of the area.

EMBED GREEN IN PARKING

Encourage green initiatives within and around parking areas to promote best environmental management practices and increase infiltration. Initiatives can include the use of permeable paving and bioswales for the infiltration and reduction of stormwater runoff. Along on-street parking, employ planting design details such as continuous street-tree trenches and structural soils to increase permeability.

CONNECT OPEN SPACES

A project site and its adjacent public open spaces should be well connected in order to enhance the uses of other nearby amenities. Look for opportunities to support desired uses and activities on adjacent properties and/or the sidewalk. Ensure that there are safe, direct, hard-surfaced pathways from every dwelling to necessary on-site facilities.

PAVERS

Pavers should be used to identify main pedestrian routes, while providing accent features. Coloured pavers are discouraged as difficulty may arise in matching the colour of replacement tiles with existing pavers.

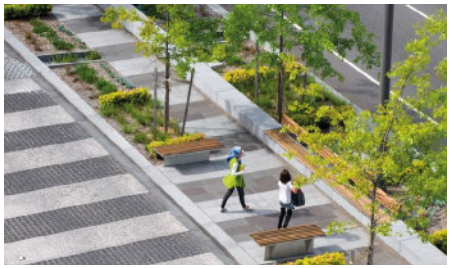
PERMEABLE CONCRETE PAVERS

Permeable pavers are specially designed to absorb more water into the subsurface than regular pavers. Permeable pavers reduce the amount of ponding and icing over roads compared to conventional roads. A thorough site review is needed to ensure proper install and maintenance.

MATURE VEGETATION

In an effort to retain and protect mature vegetation within Okotoks, it is recommended that building footprints consider the mature vegetation on site early in the design process and seek out all reasonable site solutions for retention and incorporation into the proposed development.

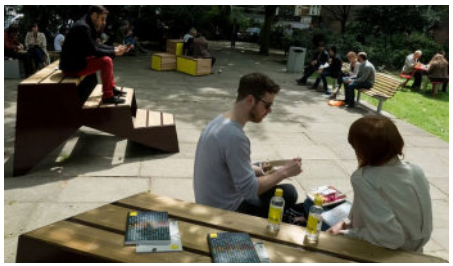
SIDEWALKS



Ensure a minimum of 2.5-metre sidewalks on both sides of the streets with ample room for landscaping elements and opportunities for activity spillover from internal uses to the sidewalk.

NETWORK OF PUBLIC SPACES | CONNECTIVITY & EASE OF MOVEMENT | CHARACTER & IDENTITY | SUSTAINABILITY & ACTIVE LIVING | ACTIVE STREETSCAPE | ARCHITECTURAL INNOVATION

BENCHES



Benches are best situated in areas with high-pedestrian traffic. Sections of the street with commercial/retail use, parks, outdoor amenities and locations with good views should be installed with benches. Additionally, they should be in close proximity to a waste receptacle, whenever possible, to discourage littering. Frequent maintenance is required to keep the area around the bench as clean and presentable as possible. Benches should be mounted to the ground.

TEMPORARY OUTDOOR SEATING AREAS

Temporary parklets or sidewalk patios can add to the vibrancy of the street life. Consider underutilized and vacant spaces such as stores, sidewalks, curbs, parking lots and streets for temporary configurations for public use. Encourage community involvement in the design of the form and function of the temporary spaces. Some examples of these spaces might be urban living-rooms or pop-up markets.

ARCHITECTURE GENERAL GUIDELINES

The following architecture element guidelines apply to all areas of the Downtown.

INTERIOR/EXTERIOR FIT

Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

PLANTING

Select and locate trees so that they admit winter sun but provide shelter from summer sun to both open spaces and buildings. Define all edges of planting areas with edging treatment or retaining walls. Design retaining walls so that they can also be used for casual seating.

FLOOD MITIGATION

Successful flood mitigation entails both preventative measures against flooding and the usability of a building during and after a flood event. In lower-risk flood zones, allow opportunities to retain water such as increasing vegetated and permeable surfaces. Buildings within the flood fringe can benefit from elevating the ground floor above the 100-year flood level. This ground level can be used for storage or car park, while allowing floodwaters to pass through when required. Electrical controls, cables and appliances should be placed above the potential flood level. Wet-proofing is also an option to minimize flood damage through using water resistant materials such as concrete or tiles for floors, robust walls and fixtures.

COURTYARDS

Courtyards are defined by buildings and walls on at least three sides, thus provide quiet, private open spaces within building blocks. The entrance to a courtyard should be visually clear from the street. Courtyards should offer access to green space and spaces for activities. Courtyards should be semi or fully enclosed and visible from the dwellings. Design courtyards so that the ratio of building height to open space is in the ratio of 1:3 to 1:5, or as tight as 1:2 with careful landscaping. The shortest length across a courtyard should be a minimum 14 metres.

ACCESS, SERVICING AND PARKING

UTILITIES

Utilities, vents and other unattractive elements should be avoided on the lower levels of facades adjacent to the public realm or should be integrated into the architectural composition, where feasible.

VISITOR ON-STREET PARKING

Encourage on-street parking on neighbourhood and convertible streets to provide pedestrian protection, promote passive surveillance of the street and provide additional temporary parking for shopping, deliveries and visitors.

LOADING

Wherever possible, gain servicing/loading access from secondary streets. Share service and utility areas between different users within a single building or among different buildings. Integrate these areas into the architecture of the site. Where feasible, enclose all utility equipment within buildings or screen them from view. These include utility boxes, garbage and recycling container storage, loading docks, ramps and air-conditioner compressors. Provide loading, garbage and recycling areas within multi-unit residential and mixed-use buildings.

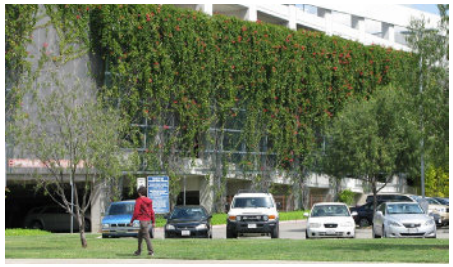
DRIVEWAYS

Minimize the number and width of driveways and curb cuts, locating them so they are not visually dominant. Where feasible, promote shared-uses of the driveway for loading, parking and access to adjacent properties to reduce the extent of interruption along the streetscape. Driveways should be located as far from the nearest intersection as possible or a minimum of 30 metres from the centre of the driveway to the centre of the nearest side street. Where front driveways are permitted within active frontage areas, they should be located within the building massing with additional floors built above the driveway. These driveways should be integrated with the design of the streetscape and building.

PARKING LOCATION

Locate parking below-grade wherever possible. When below-grade parking is not feasible, above-grade and surface parking structures should be behind buildings with development facing the street. This ensures the animation of adjacent street frontages.

SCREEN STRUCTURED PARKING



Should exposed structured parking be unavoidable, provide screening from any secondary streets using planting, landscaping and/or decorative walls.

NETWORK OF PUBLIC SPACES

CONNECTIVITY & EASE OF MOVEMENT

CHARACTER & IDENTITY

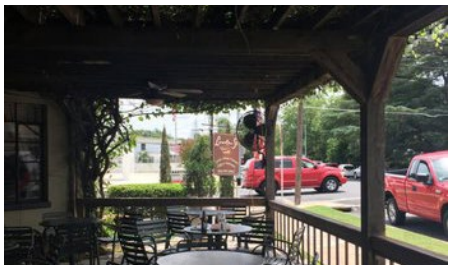
SUSTAINABILITY & ACTIVE LIVING

ACTIVE STREETSCAPE

ARCHITECTURAL INNOVATION

SUSTAINABLE MEASURES

MICROCLIMATE



Design buildings that are lower on the east, south and west to maximize sunlight penetration into courtyards. Use building elements to modify climactic conditions. Provide visual interest and design for comfort across the four seasons. For example, fences may stop cold winds, but still allow winter sun onto a patio. During the summer, pergolas with deciduous vines provide shade, but allow winter sun to penetrate.

GREENHOUSES

With the rise of urban farming, there has been an increase in the use of roof greenhouses. They allow people to use rooftops to grow vegetables and herbs. Greenhouses should be properly ventilated in rain and snow to eliminate unwanted moisture on the crops. It is important to increase air flow to create an ideal growing conditions for crops.

GREEN ROOFS AND GARDENS

Green roof and gardens provide open spaces away from the street and offer distant views to its surroundings. Roof gardens should be accessible to the interior. Locate amenity spaces on the roof of the building podium rather than the top of the tower to avoid strong winds. They should not be located on the north side of a tower due to too much shade coverage. Green roofs can promote biodiversity, absorb stormwater and reduce solar heat gain on a building.

SOLAR COLLECTORS

Photovoltaic is a system that converts sunlight into electricity. Use photovoltaic to supply useful electricity to the building or to feed excess power back into the grid. Solar-air systems come in a vast range of sizes from small, residential units to massive commercial system applications. Solar air can be used as a supplementary heating or pre-heating of incoming air for a building. A solar hot-water system uses the energy of the sun to heat water. This system can be used to heat the building's hot-water system, either domestic hot-water tanks or space heating appliances.

RAINWATER HARVESTING

Rainwater should be harvested for non-potable reuse and is permitted to be used for toilets and outdoor subsurface irrigation. The installation of a rainwater harvesting system will require specific permits and documentation.

WIND TURBINES

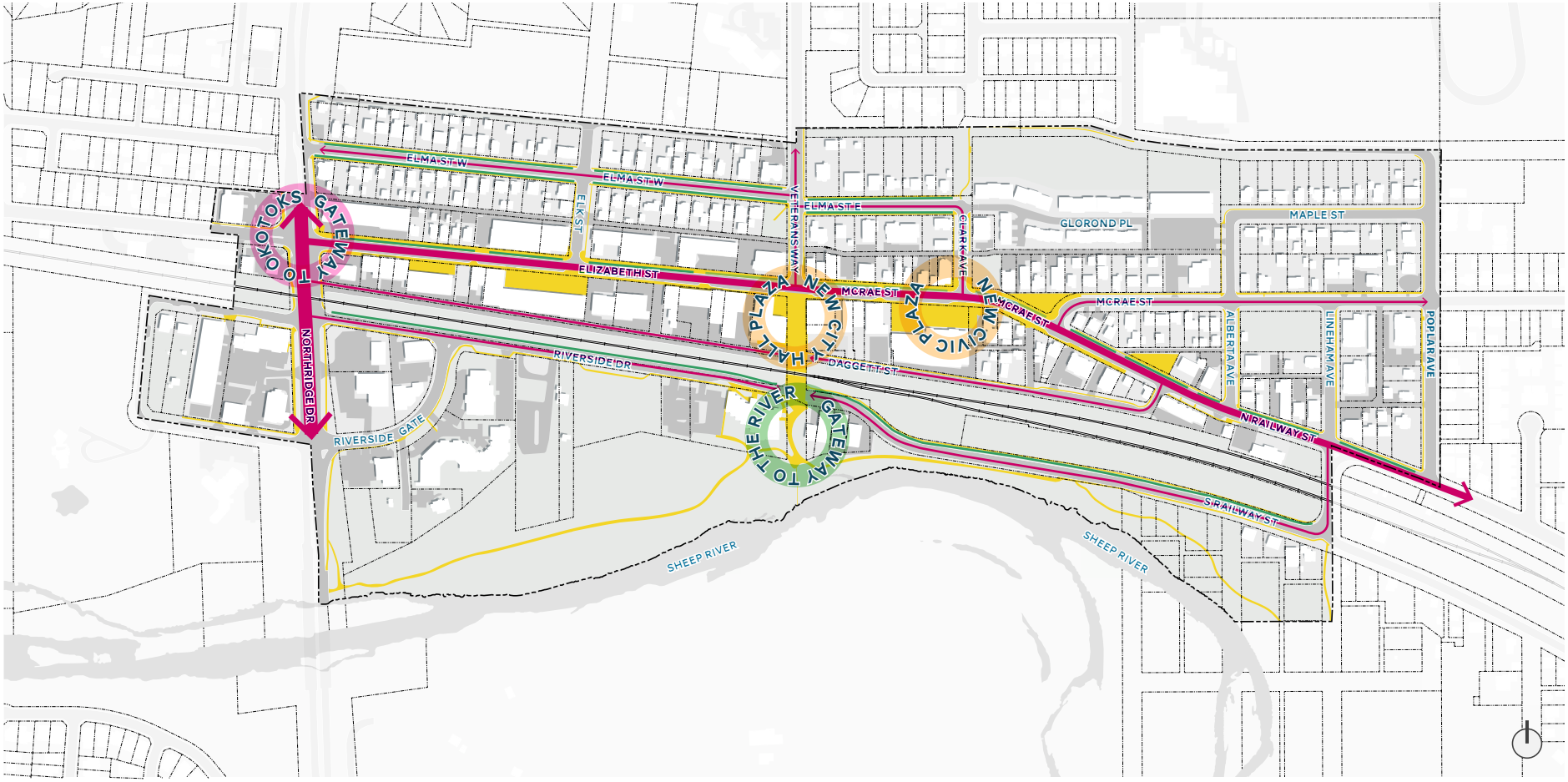
Wind turbines (either freestanding or building-mounted) can be used to convert wind energy into electricity, typically to generate electricity to power a home and, if production exceeds demand, to sell back to the grid. Development, building and/or trade permits may be required to install a wind turbine.

NETWORK OF PUBLIC SPACES
CONNECTIVITY & EASE OF MOVEMENT
CHARACTER & IDENTITY
SUSTAINABILITY & ACTIVE LIVING
ACTIVE STREETSCAPE
ARCHITECTURAL INNOVATION

BIG MOVES

Eight distinct projects have been identified to bring to fruition the vision for Okotoks' Downtown. Design guidelines for each of these "Big Moves" are outlined in detail in the following chapters.

ILLUSTRATIVE MASTER PLAN



This plan illustrates open space and landscape improvements across the whole Downtown.

1. Plaza and Market
2. Gateways
3. Green Main Street
4. Veterans Way and Daggett Street
5. Sustainable Mixed Use
6. Sensitive Infill
7. Mid-Rise Neighbourhood
8. Riverfront and Public Market

EIGHT BIG MOVES

1 PLAZA AND OPEN SPACES

The development of a new public plaza has been identified in previous studies as important for the Downtown. A public plaza could host large events and provide a centre of civic identity for the town. The plaza would act as a meeting place and be lined with shops and cafes to animate the space and attract both visitors and residents.

2 GATEWAYS

The creation of a distinct and attractive gateway into the town centre of Okotoks will welcome residents and visitors alike. Gateway elements will highlight the existing characteristics of areas such as Elma and the Riverfront, as well as guide people into the new public plaza. Blank facades and inactive spaces will be enlivened with public art installations, demonstrating the Town's creativity and supporting its aesthetic quality.

3 GREEN MAIN STREET

The transformation of Elizabeth Street and other main streets across the Downtown into a continuous green main street will reinforce sustainability. Sustainable urban design approaches incorporated into the green main street include street trees and absorbent landscaping such as bioswales. These design strategies benefit the ecological health of the town as well as the social and cultural advantages gained from a vibrant pedestrian environment with widened sidewalks.

4 VETERANS WAY AND DAGGETT STREET

The redesign of Veterans Way will allow for larger outdoor events at the Okotoks Municipal Centre and will reactivate the public space. This space could be closed off during larger events to provide a larger venue. Designating Daggett Street as a pedestrian-priority street would allow for businesses to front both streets.

5 SUSTAINABLE MIXED-USE BUILDINGS

The promotion of sustainable, mixed-use buildings along the main street will contribute to the town's image as a dynamic place. South-facing sloped roofs will maximize opportunities for solar energy and support green roofs, greenhouses and/or rainwater harvesting. Choosing authentic, warm and natural materials such as wood, brick and glass will help develop a contemporary feel along the main street, simultaneously complementing the town's character.

6 SENSITIVE INFILL

The development of sensitive infills will maintain the image of the town and streets by building additions behind the front facade of existing character buildings. While respecting and conserving cultural heritage buildings, sensitive additions will also embrace sustainable measures.

7 MID-RISE NEIGHBOURHOOD

The transition of East Elma into a residential neighbourhood will support Okotoks' growing population by increasing density with mid-rise buildings. The proximity of this neighbourhood to the Downtown will offer residents the benefits of access to high quality public amenities, which in turn will help sustain businesses as more people are drawn to the Downtown core.

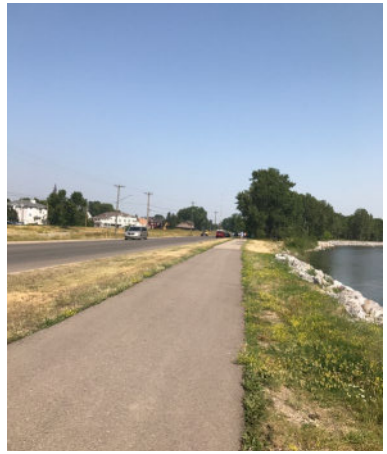
8 RIVERFRONT AND PUBLIC MARKET

The Riverfront will adhere to the intent of the Sheep River Valley Management Plan to protect, maintain and rehabilitate the river valley lands. Sensitive development that practice sustainable measures within these lands will protect natural areas and view corridors. The Riverfront will also include an upgraded multi-modal trail connecting people from the Downtown to the natural environments offered by the Sheep River Valley.

BIG MOVE I.
PLAZA AND OPEN SPACES

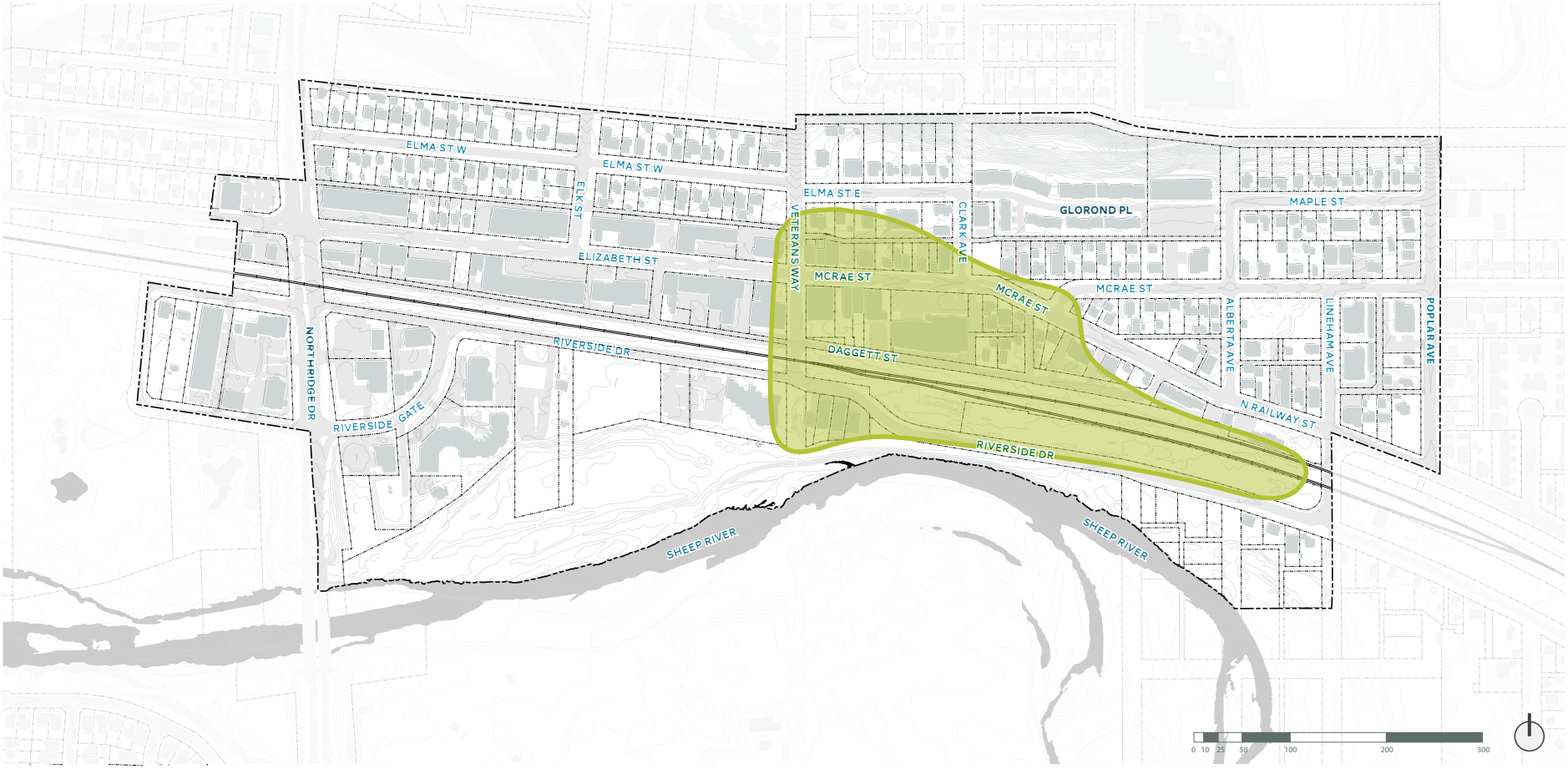
An important initiative for Downtown Okotoks is the creation of a new public plaza. The objective of developing a plaza is to catalyze social networks and the community identity. Previous studies have identified that a public gathering place is needed in the Downtown. Through the UDMP engagement process, residents of Okotoks repeatedly expressed the desire for a large, public gathering space. They identified that the ideal site for a civic plaza would be either on the north or the south side of the CPR rail, between Veterans Way and McRae Street (the intersection of McRae Street and North Railways Street). As land would need to be acquired to create a plaza, the UDMP provides general guidelines for a future plaza once a site is secured. The plaza will be designed to accommodate large events, concerts, public markets and smaller events as well as providing intimate social spaces and outdoor cafes to animate the space daily.

CURRENT CONDITIONS



FUTURE POTENTIAL

The map on this page marks the location, identified by the public, for a future public plaza.



LEGEND

Potential Area for a Plaza

PLAZA AND OPEN SPACES GUIDELINES

CIVIC PLAZA

The Old Towne Plaza is the current civic plaza in Okotoks. The plaza hosts several events throughout the year. However, with a growing population, residents have suggested that a larger and more functional plaza is required. A plaza should:

- Reflect Okotoks' character, yet maintain a unique identity
- Complement the adjacent built form and landscape
- Incorporate stationary and flexible seating opportunities to allow for flexible programming
- Provide intimate spaces along the edges of the plaza to help animate the space daily
- Design for sustainability to support longevity of the design, promote biodiversity and showcase environmental sensitivity
- Integrate the existing circulation network to the plaza for improved connectivity
- Strategically program the uses, features and events to meet the needs of Okotoks' residents and users

CONNECTIVITY

Plazas, parks and open spaces are important components of the town that should be easily accessible and well-connected to the overall urban network. Each individual plaza or park should be connected to the larger network of open spaces linked by trails and pathways.

TEMPORARY OUTDOOR SEATING AREAS

Pop-up spaces can add to the vibrancy of the street life. Underused spaces such as stores, sidewalks, curbs, parking lots and streets can be considered for temporary configurations for public use. Some examples of these spaces are parklets, urban living-rooms or pop-up markets.

INTERPRETIVE ELEMENTS

Enrich spaces with historic and cultural interventions and incorporate interpretative elements into the built environment to inform the public about Okotoks' heritage and concepts of sustainability employed throughout the town.

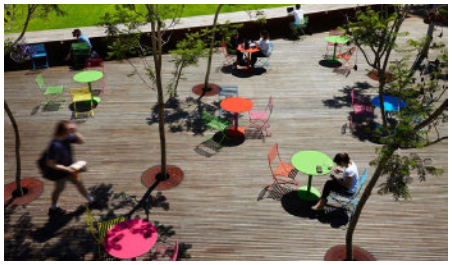
PUBLIC ART

Encourage the commission of public art and design elements throughout the Downtown. Locate art in visible spaces that can be easily identified by the public. Incorporate functional public art pieces to provide opportunities for social interaction and play.

AMENITIES

Provide amenities that support functions within the space. These may include street furniture that encourages social interaction, lighting for safety, trees and shade structures to ensure comfort. Ensure that amenities support all four seasons to maximize site usability throughout the year.

BOUNDARIES



Open spaces should be defined by active building edges or strong streetscape edges that interweave hard and soft landscape. Boundaries should be flexible in their design to accommodate future changes as needed such as temporary programming (ie. markets).

ENCLOSURE

A public realm is heavily influenced by its sense of openness or enclosure. Create animated destinations by providing a sequence of varied experiences into the design; for example, provide programmable open spaces where appropriate and create areas that evoke a feeling of enclosure and safety while offering protection from the elements.

ARCHITECTURE

The architecture of buildings should complement the surrounding public and private open space. The interior and exterior spaces should connect and support the functions of the adjacent open space.

FOCAL POINTS

Generate lively urban spaces by establishing focal points and meeting places that will enhance Downtown's image locally and regionally.

NETWORK OF PUBLIC SPACES | CONNECTIVITY & EASE OF MOVEMENT | CHARACTER & IDENTITY | SUSTAINABILITY & ACTIVE LIVING | ACTIVE STREETSCAPE | ARCHITECTURAL INNOVATION

URBAN QUALITY IN OPEN SPACES

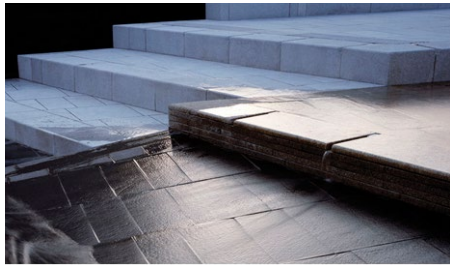
HUMAN SCALE

Encourage public spaces that are designed at a human scale and provide opportunities for the public to engage and interact with the architecture and built environment.

ALL-SEASON USE

Consider the experience of place during all four seasons, day and night. These places should be comfortable, inclusive and usable at all times. Spaces that can change functions for varied uses between seasons such as play structures, markets and skating rinks should be encouraged.

MATERIALS



The use of sustainable and high quality materials is encouraged throughout the public realm to enhance the visual aesthetic as well as improve durability and maintenance. Draw from a palette of landscape materials that is consistent and visually strong to establish a visual character within parks and open spaces.

SUSTAINABILITY IN OPEN SPACES

ELEMENTS

Maximize physical comfort in open spaces by prioritizing solar orientation, exposure, shading, shadowing, noise, and wind to create a comfortable micro-climate.

PLANTS AND HABITAT

Incorporate natural habitats and landscape elements such as existing trees and native plant species. Promote a continuous connected green corridor that encourages habitat.

WATER

Use drainage systems to manage stormwater and allow reuse of potable water for irrigation. Drainage systems include: large tree wells, rain gardens, bioswales, and/or water art installations.

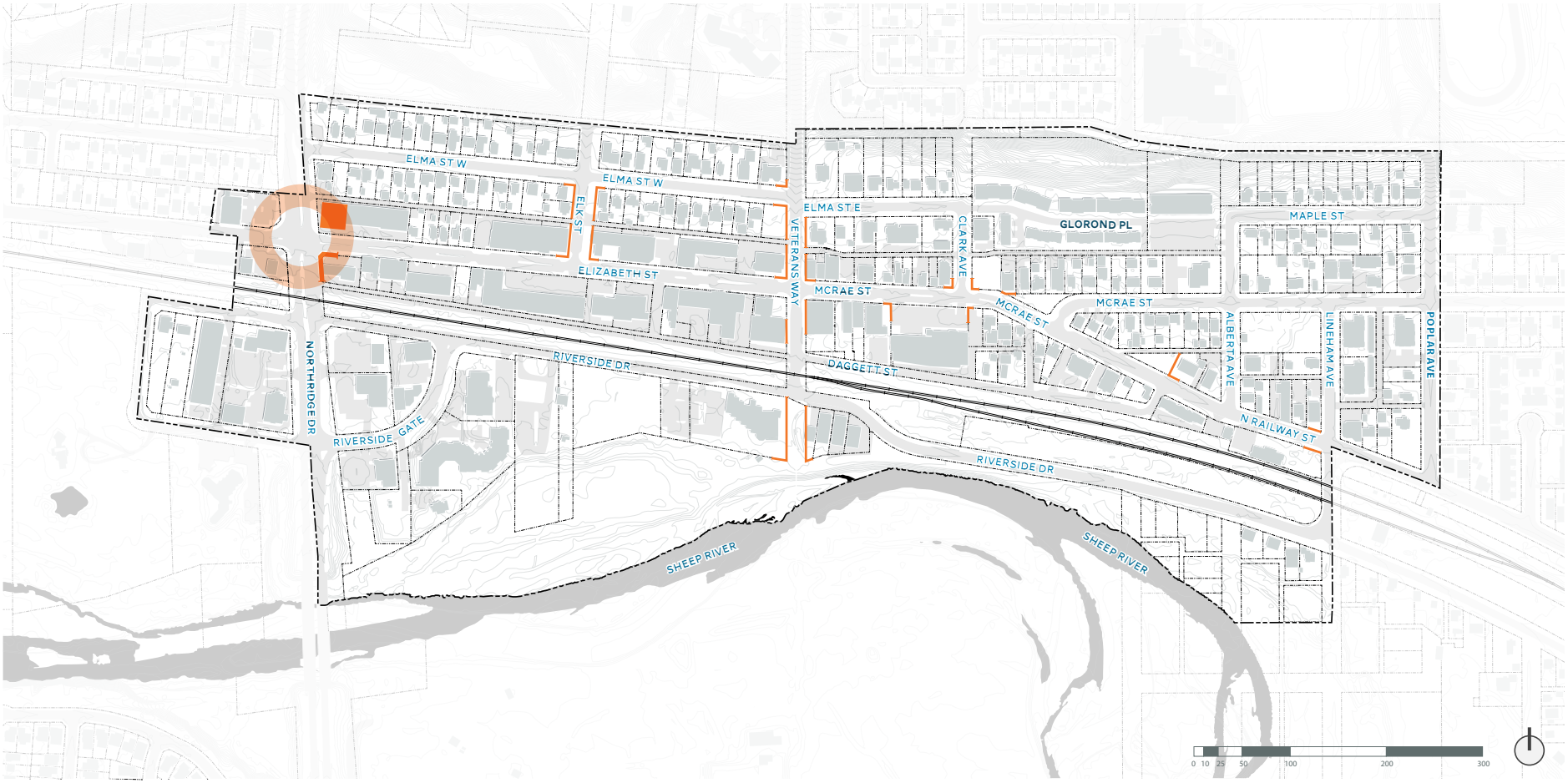
BIG MOVE 2.
GATEWAYS

A significant challenge for the Downtown is drawing visitors in to explore the area. Although many people from Calgary and surrounding towns use Northridge Drive to access the commercial development south of Downtown, they often bypass the left turn to Elizabeth Street that leads into the town centre. A gateway has been proposed at the intersection of Northridge drive and Elizabeth Street to highlight this area and direct people into Downtown Okotoks. The following design guidelines suggest ways in which the main entrance into Downtown can become more evident in addition to smaller gateway locations at key points in the Downtown.

CURRENT CONDITIONS

FUTURE POTENTIAL

This map marks proposed gateway locations.



LEGEND

Gateway — Architecture

Gateway Fence

GATEWAY GUIDELINES

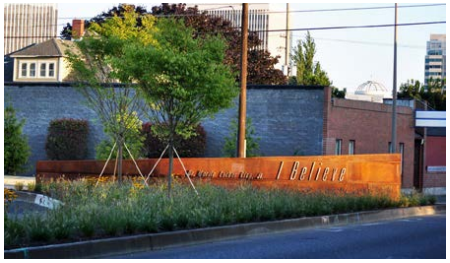
ARCHITECTURAL GATEWAY

An architectural gateway is a feature building design that highlights the entrance into Downtown. A gateway building should be unique and speak to the characteristics of Okotoks. Most importantly, it must champion sustainability. The design should enhance the public realm and be attractive to visitors. Functions within the building should be active and if possible, have interactive components.

STREET FURNITURE

Gateway areas should be social spaces supported by street furniture such as benches or seating opportunities integrated into a low wall. There is also opportunity for creatively designed seating that functions as public art.

LOW WALL GATEWAY



A low wall gateway is a short, decorative wall or fence that highlights the entrance into a street at a small scale. It can act as a retaining wall, sign or public art. These walls can also screen more unsightly views beyond. The walls provide a sense of passage into Downtown. The walls should be constructed of a durable material such as steel, stone or brick and should be consistent throughout the Downtown to act as a signifier of place.

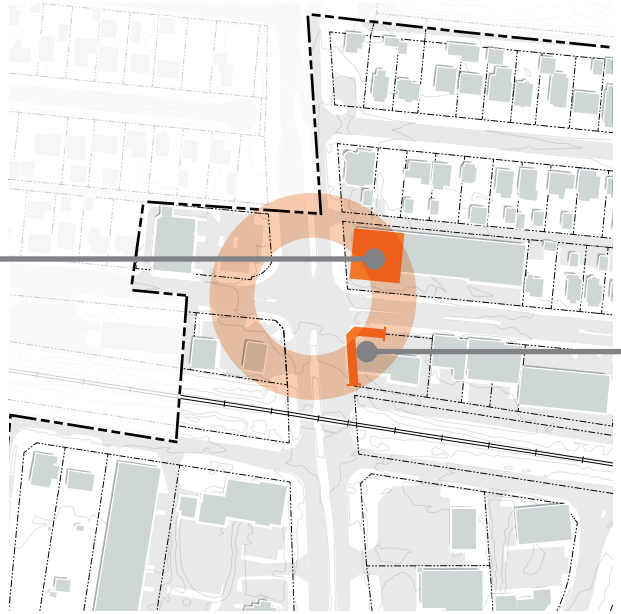
LIGHTING

Sufficient illumination provides a sense of security for pedestrians. Lighting should also be aesthetically pleasing and act as a unique gateway feature into the Downtown.

SURFACE MATERIAL

Pedestrian surfaces at the gateways should be appointed with high-quality materials that reflect a contemporary design and give a sense of a threshold when crossed.

ARCHITECTURAL GATEWAY



LOW-WALL GATEWAY

Buildings, low walls and large, gate-like art features are ideal gateway features to welcome visitors into the town.

The image on the left demonstrates the potential for a building to act as a gateway.

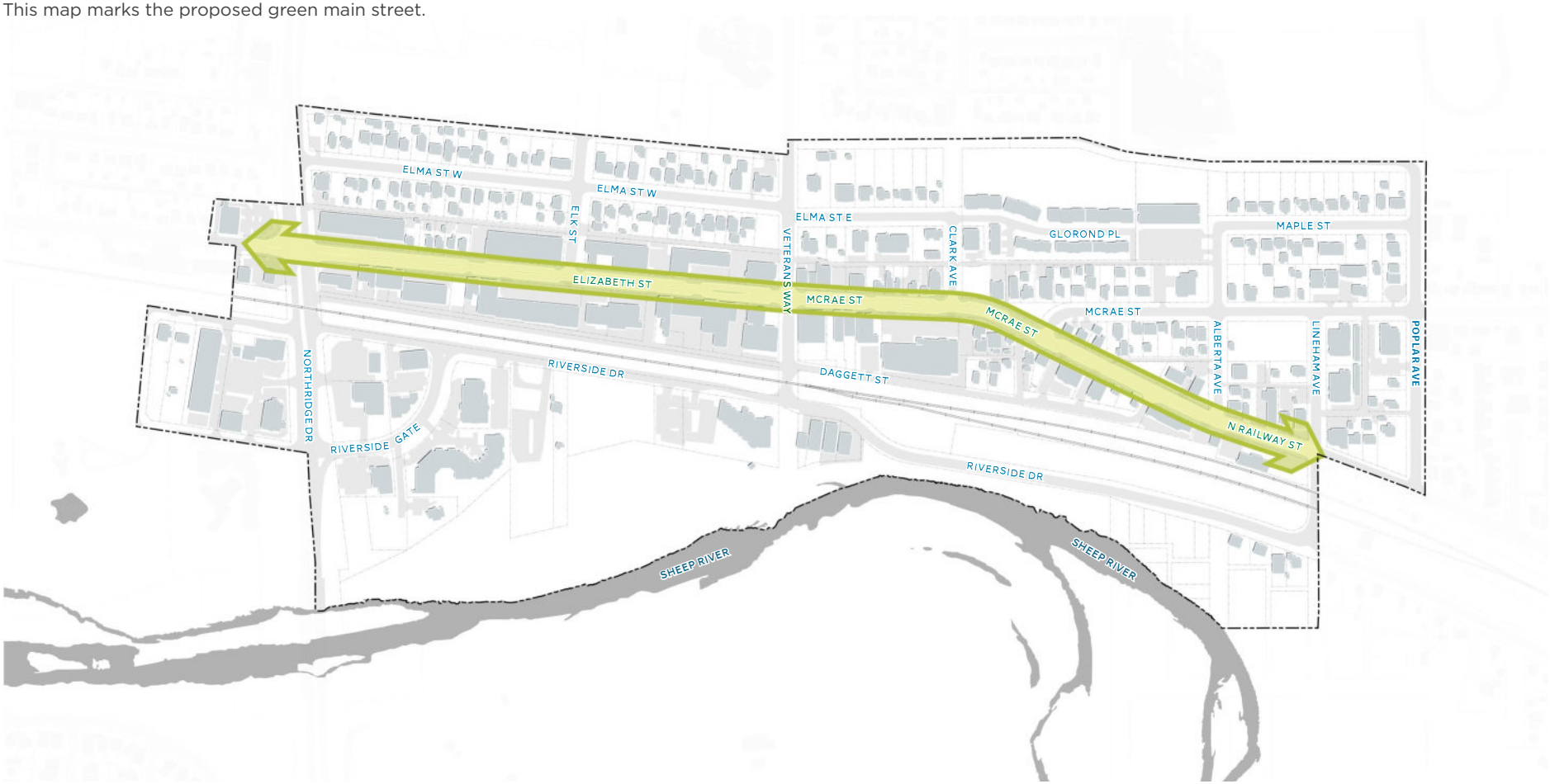
BIG MOVE 3.
GREEN MAIN STREET

Elizabeth, McRae and North Railway Streets form Okotoks' green main street. Much of the street has been improved with new pavers, street lights, trees and furniture. However, there are additional improvements that would further enliven the streets. The following guidelines provide recommendations for parking, roadways, crosswalks, traffic calming, street furniture, active transportation and landscape design.

CURRENT CONDITIONS

FUTURE POTENTIAL

This map marks the proposed green main street.



GREEN MAIN STREET GUIDELINES

STREETSCAPE ELEMENTS

MEDIAN

The median is a traffic element primarily used to separate lanes, be it for opposite directions, different modes or different lanes. Medians can be made minimally as small, paved islands or with generous widths to accommodate lush, green landscapes. Benefits range from traffic-calming effects to reducing collisions with better controlled environments to conduct left-turns. Additionally, medians offer an opportunity to beautify the roadway. Attention should be paid to the new traffic circulation pattern as a result of a median. Medians along the main street are encouraged to be beautified with the use of landscaping elements and street lighting.

CURB EXTENSION

Also known as a “bulb-out”, curb extensions are used to expand the sidewalk into the adjacent roadway (usually a parking lane) to shorten the distance of a crosswalk. Typically, they are deployed on intersections, but can also be applied mid-block. Curb extensions can accommodate more pedestrians on sidewalks with heavy pedestrian activity and simultaneously slow down vehicular traffic on the road. The curb extension also provides the opportunity for a broader program of planting and furniture in the public realm. Where on-street parking is proposed, encourage the establishment of landscaped curb bulbs for buffers.

MID-BLOCK ROAD CROSSING

Install a mid-block crosswalk where there is a significant pedestrian desire line. Stop signs and lines at mid-block crossings should be set back six to fifteen metres. Vertical elements such as trees, landscaping and overhead signage must be installed to help identify the crosswalk to drivers. The crosswalk must be striped regardless of the paving pattern or material. The curbs may also be extended on either side of the street to encourage slower traffic.

MID-BLOCK PEDESTRIAN CONNECTION

Mid-block public mews provide direct access to main streets and act as a public right-of-way between private properties. Public mews should be appointed with a high level of landscape design including paving, planting, lighting and street furniture that is comparable to public streets.

SPEED TABLES

Similar to speed bumps, speed tables are zones of the roadway raised eight to 10 centimetres for the purpose of slowing down oncoming vehicular traffic. Speed tables have a larger area of raised roadway than speed bumps, typically the length of a car or longer. They are often used to emphasize the crosswalk for stop control. While it is an effective speed-controlling element, they affect emergency vehicle movements and snow-plowing services.

STREETSCAPE ELEMENT PLANTING

CONNECTED TREE PITS

Connected tree pits form a single trench, giving more space and air to the trees that share the space. Avoid covering tree pits with a walkable surface unless there is an alternative method of hydration in place other than rainwater runoff. Employ planting design details such as continuous street tree trenches and structural soils to improve the long-term prospects for successful establishment.

TREE PIT DESIGN

Identify the location of all existing and proposed above and below-ground utilities, including street lighting, early in the design process to facilitate the preparation of a feasible tree planting plan. The use of structural soils or structural soil cells (or equivalent) may provide opportunity to maximize amounts of soil volumes available for growth and root structure to ensure the health and vitality of new street-tree planting. Provide the largest possible space for the roots of each planted tree.

STREET SWALE

Street swales are naturalized planted areas that intentionally create a green ditch and are serviced along the side of roads. They can capture stormwater overflow from nearby systems and also enhance the streetscape from periodic flooding when planted with tolerable grasses/other vegetation. Maintenance would be required to clean the swale of debris and unclog when needed.

PLANTED AREA

Planted areas are great ways to beautify the streetscape and provide opportunities to capture and store stormwater. They can be located in trenches either on a portion of the sidewalk, the furniture zone, traffic islands or medians. They are often flexible in size, length and depth and can be easily implemented in a variety of settings.

STORMWATER CAPTURING TREE PITS

Designed for individual or a series of connected tree pits, stormwater capturing tree pits connect to the stormwater system of a nearby roadway. They help filter and retain water, reducing the need for maintenance and external irrigation.

MAIN STREET — EXISTING

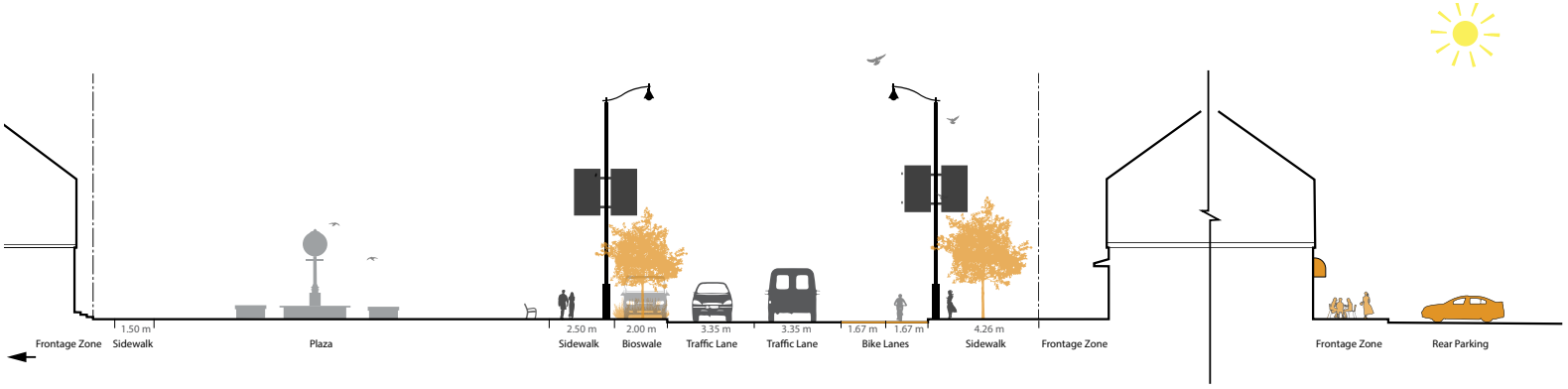
MAIN STREET — PROPOSED

The proposed concept is subject to future redevelopment and detailed design.

CONCEPT PLAN FOR MAIN STREET

PROPOSED STREETSCAPE SECTIONS

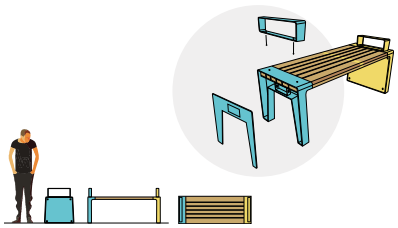
The proposed design is conceptual and subject to detailed design and further analysis.



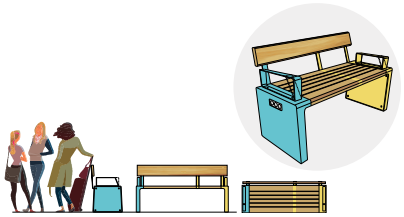
MACRAE STREET

PROPOSED STREETSCAPE FURNITURE

The proposed design is conceptual and subject to detailed design and further analysis.



BENCHES



BENCHES WITH BACKREST

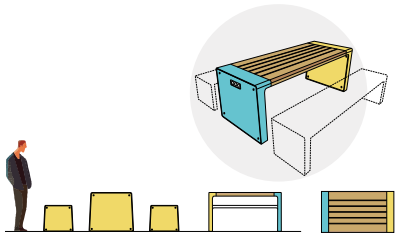
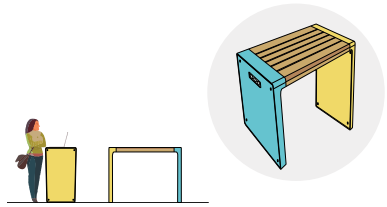


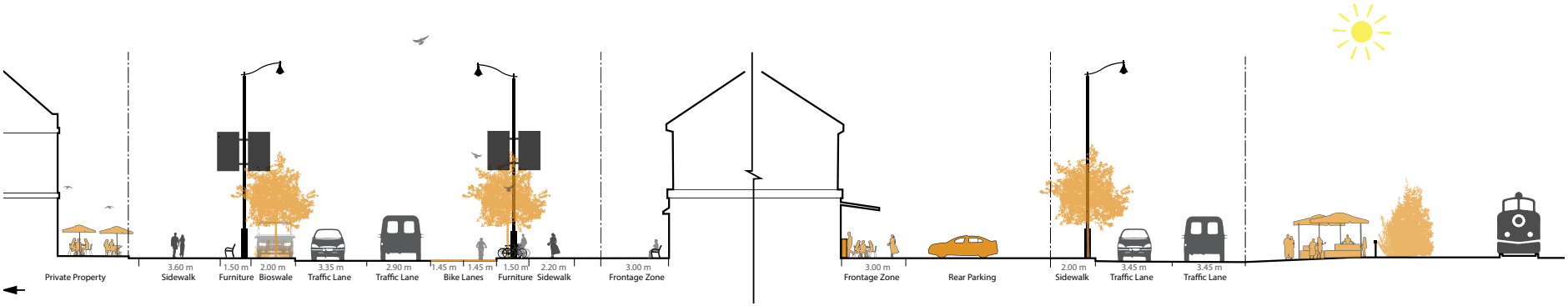
TABLE WITH BENCHES



STANDING TABLE

PROPOSED STREETSCAPE SECTIONS

The proposed design is conceptual and subject to detailed design and further analysis.

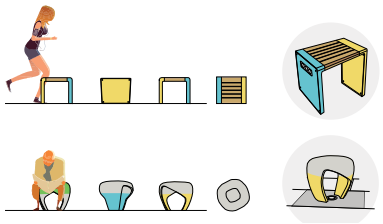


ELIZABETH STREET

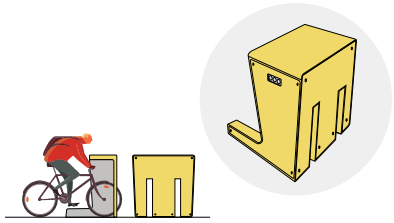
DAGGETT STREET

PROPOSED STREETSCAPE FURNITURE

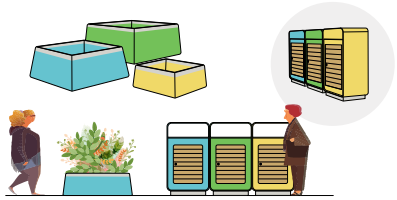
The proposed design is conceptual and subject to detailed design and further analysis.



SQUARE BENCH AND STOOL



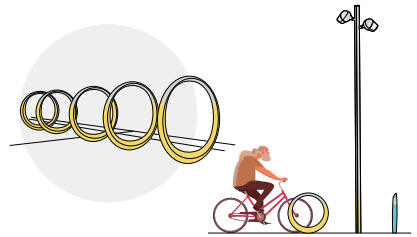
STANDING TABLE WITH BICYCLE STAND



TRASH COMPACTORS

WASTE MANAGEMENT STATIONS

- Recycling
- Organics
- Garbage



BICYCLE RACK

BIG MOVE 4.
VETERANS WAY AND DAGGETT STREET

Veterans Way adjacent to the Municipal Building and the Municipal Plaza presents an opportunity to create a shared public space within the road right-of-way. The current plaza would be integrated with the street to function as a continuous public space when the street is closed. This brings the additional opportunity to animate the back lanes, such as Daggett Street, and encourage connections to the pedestrian bridge crossing the Sheep River.

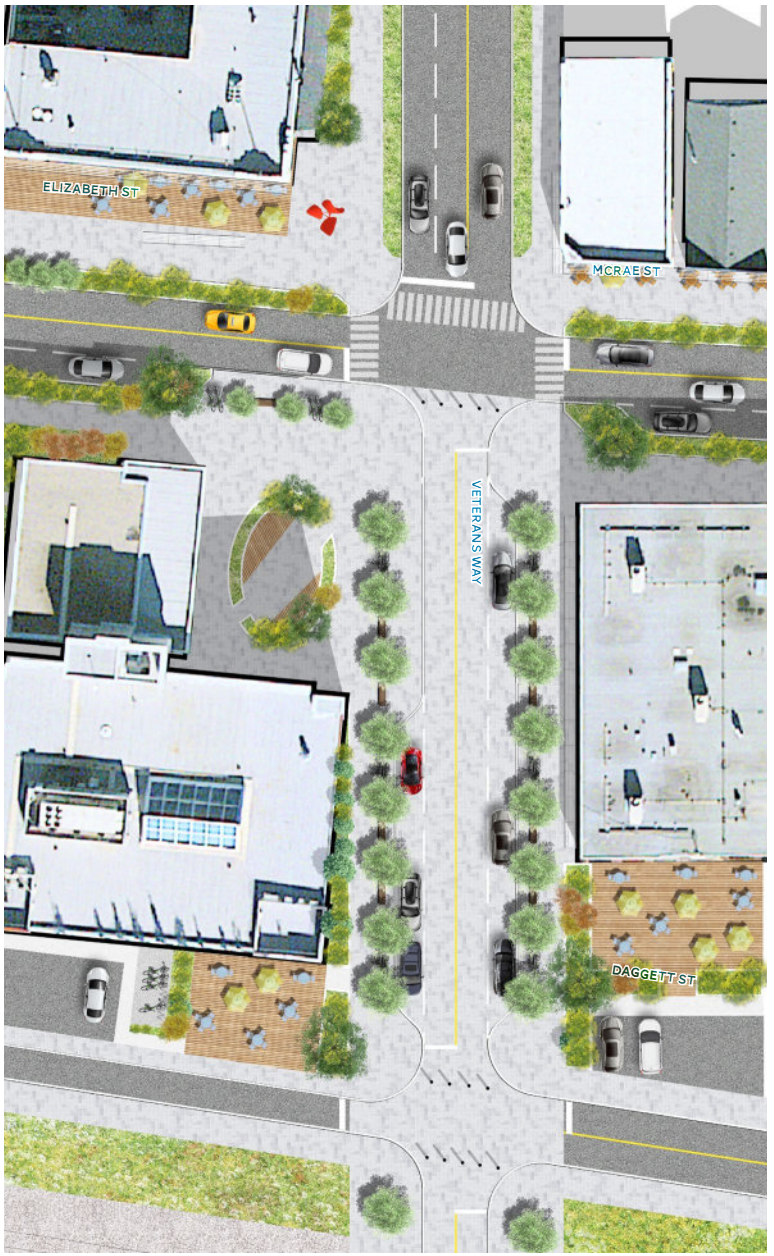
CURRENT CONDITIONS

PROPOSED STREETSCAPE SECTION

EXAMPLE FOR A PROPOSED VETERANS WAY

EXAMPLE FOR A PROPOSED DUAL FRONTAGE DAGGETT STREET

CONCEPT PLAN



VETERANS WAY AND DAGGETT STREET GUIDELINES

STREETSCAPE ELEMENT ROADWAY

SHARED STREET

Shared Streets are informal street layout programs with little to no demarcations or curb edges to separate users from each other. Inspired by the “woonerf” found in residential neighbourhoods in the Netherlands, speeds are brought down to very low levels through a variety of traffic-calming tools and visual cues that encourage caution. Shared streets can be designed to fit a variety of contexts, what sets them apart is their priority on the pedestrian above all. Veterans Way, south of Elizabeth Street, is envisioned as a future shared street, with the possibility for the plaza to extend onto the street, temporarily closing the street with removable bollards.

MID-BLOCK PEDESTRIAN CONNECTION

Mid-block public mews provide direct access to the main street and act as a public right-of-way between private properties. Public mews should be appointed with a high level of landscape design including paving, planting, lighting and street furniture that is comparable to public streets.

URBAN QUALITY

PERMEABLE EDGE

Active building frontage should engage passing pedestrians with a “permeable edge” between the building and street as appropriate to building uses. Buildings should have frequent entrances where possible and ensure a physical and visual connection between people on the sidewalk and retail activities in the building.

VISIBILITY

Maximize visibility into the building interior and merchandise displays using large, open windows. If appropriate to the use, consider operational glazed wall-sized doors that can be completely opened to the street, opening up the building on to the sidewalks with increased height in lobbies and/or special lighting for displays.

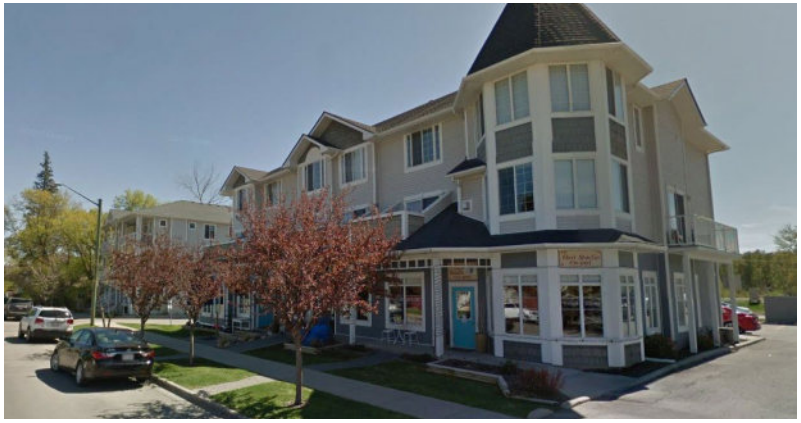
DUAL FRONTAGE

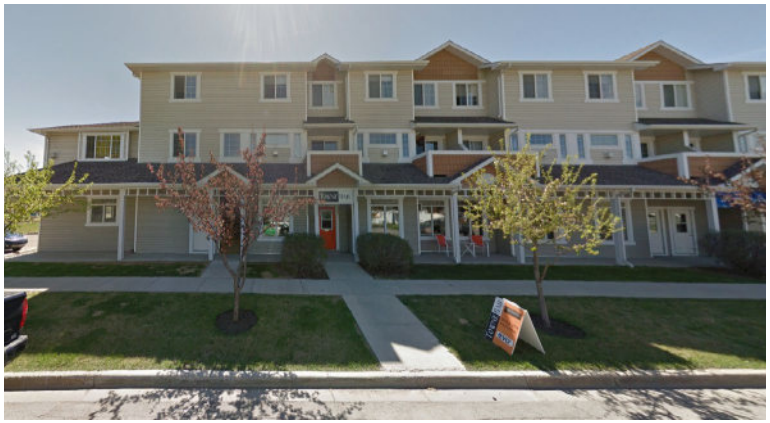
Allow businesses the opportunity to activate back lanes with storefronts, spill-out cafes and patios. This would encourage more pedestrians on the side streets, creating a sense of security.

BIG MOVE 5.
SUSTAINABLE MIXED-USE BUILDINGS

Buildings along the main street should be mixed use and sustainable. Currently, many of the buildings along the main street are strip malls that are separated from the main street by surface parking lots. This building type detracts from the small-town main street feel of Downtown and creates an unpleasant public realm. The following guidelines suggest incremental improvements for properties as they are redeveloped using several sustainable features. A sustainable building integrates building materials and methods that promote environmental quality, economic vitality and social benefit through the design, construction and operation of the built environment.

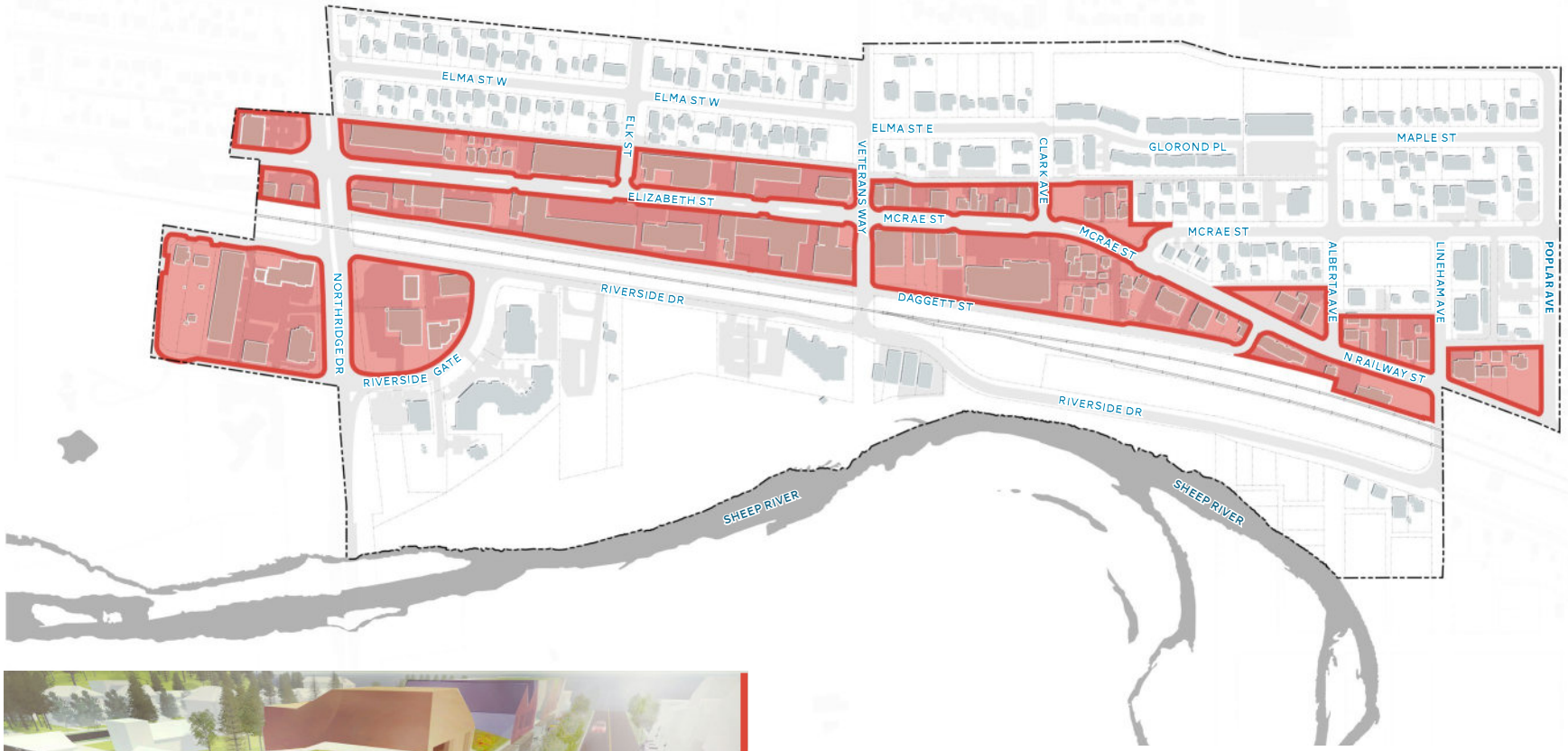
CURRENT CONDITIONS





FUTURE POTENTIAL

This map marks locations for sustainable mixed-use buildings.



Examples of Sustainable Mixed-use Buildings

SUSTAINABLE AND MIXED-USE BUILDING GUIDELINES

ACTIVE FRONTAGE

PERMEABLE EDGE

Active building frontage should engage passing pedestrians with a "permeable edge" between the building and street, as appropriate to building uses. Buildings should have frequent entrances, where possible, and ensure a physical and visual connection between people on the sidewalk and retail activities in the building.

VISIBILITY

Maximize visibility into the building interior and merchandise displays using fenestration. If appropriate to the use, consider operational, glazed wall-sized doors that can be completely opened to the street, opening up the building on to the sidewalks with increased height in lobbies and/or special lighting for displays.

SIGNAGE

Complying with by-laws, signs should respect the building form and style, and scaled to fit its purpose and context. Projecting signs can add to pedestrian scale and street character. These signs are supported by previous assessments of Land Use Bylaw in downtown Okotoks, which allow for encroachment above the public sidewalk with an encroachment agreement in place.

ANCILLARY ACTIVITIES

Allow space for uses such as sidewalk vendors, seating and restaurant dining. Consider set-backs from the street and allocating areas where active outdoor patios or cafes can extend into.

HEIGHT

Buildings should adhere to a two to four-storey streetwall (12-metre overall height). Additional height may be accommodated if deemed appropriate. The streetwall of new buildings next to historic buildings should be no more than one storey (4-metre) greater than its heritage neighbour.

SHELTER

Active frontage areas should include overhangs or glazed canopies to provide shelter for pedestrians from wind, rain and sun. Building overhangs can also provide a sense of enclosure and create a human-scale public realm.

COMMON ENTRANCES

ENTRANCE

Design entries to be obvious, identifiable and distinctive with clear lines of sight and lobbies visually connected to the street. Use transparent materials between 0.6 and 3.0 metres off the floor for all common entry areas. Each retail store in a building should be identifiable and accessible from the sidewalk.

BALCONIES

Projecting balconies should not be located on the first two storeys of the front facade. Between three to four storeys balconies are encouraged and should be recessed behind the street wall. Julliette balconies provide interaction with the street while maintaining a consistent street wall.

LOBBIES

Lobbies provide a sheltered space to wait for visitors and residents. Ensure there is a direct line of sight from lobbies to the street. Lobbies should be generously sized and provide a minimum of two seats or one seat for every 100 residents. Seating should be comfortable and welcoming. Built-in seating can be more resilient and spatially efficient. Indoor amenity areas can be combined with lobbies to activate the space.

TRANSITION

Transitional spaces such as stoops, courtyards and stairways can provide a sense of entry. Entries should include differentiated ground surfaces, special paving, landscaping, lighting and integrated signage.

OUTDOOR SEATING

Outdoor seating should be integrated with the entrance pathway. Seating can be provided by benches or integrated into the entrance design using seating walls.

SUSTAINABLE MEASURES

Please refer to page 25 for the list of sustainable design guidelines relating to architecture.

NETWORK OF PUBLIC SPACES | CONNECTIVITY & EASE OF MOVEMENT | CHARACTER & IDENTITY | SUSTAINABILITY & ACTIVE LIVING | ACTIVE STREETSCAPE | ARCHITECTURAL INNOVATION

STREET WALLS

ARCHITECTURAL QUALITY

Design buildings to have architectural articulation that is rich in detail, enhances public streets and creates interest as well as a sense of identity. Allow and promote architectural innovation in Okotoks, particularly to create new landmarks and streetscape interest. Encourage the use of brick, glass, steel, wood and other complementary materials.

DIFFERENTIATION

An identifiable break should be provided between a building's retail floors (ground level and, in some cases, second and third floors) and upper floors. This break may consist of a change in material, change in fenestration or similar means. Incorporate horizontal and vertical elements that match or complement surrounding features. Use cornice, banding and other treatments to create a transition between different storey heights.

REDUCING PERCEIVED MASS

Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries. Buildings on blocks longer than 100 metres should be designed with breaks or as separate buildings to provide street variety, connections, views and opportunity for sunlight penetration.

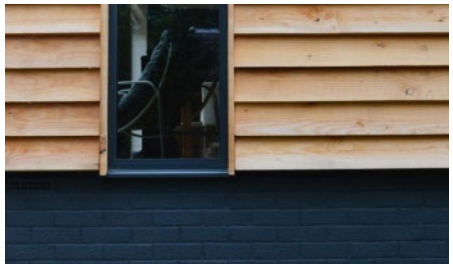
BLANK WALLS

Avoid large, blank walls along visible facades, wherever possible. Where expanses of blank walls, party walls, retaining walls or garage facades are unavoidable, include design treatments that provide interest for pedestrians such as newsstands, green walls, landscaped areas, raised planters, wall patterns, trellises or public art.

FUNCTIONAL DESIGN ELEMENTS

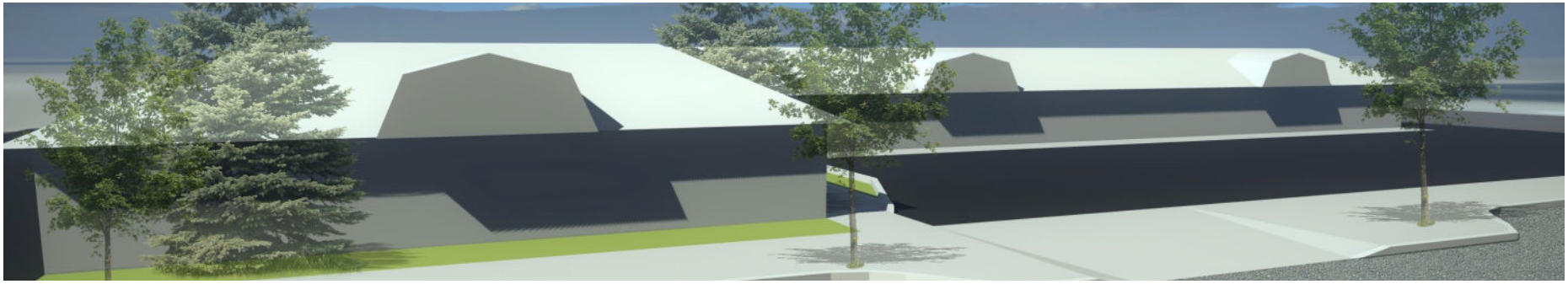
Consider architectural features that add depth, texture and scale as well as serving other project functions such as shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings.

BUILDING MATERIALS



The following building materials are preferred: architecturally finished stone, wood, brick and glass. These elements will be approved through the site-plan process and would help establish consistent expectations for all buildings.

EXISTING BUILDING TYPE

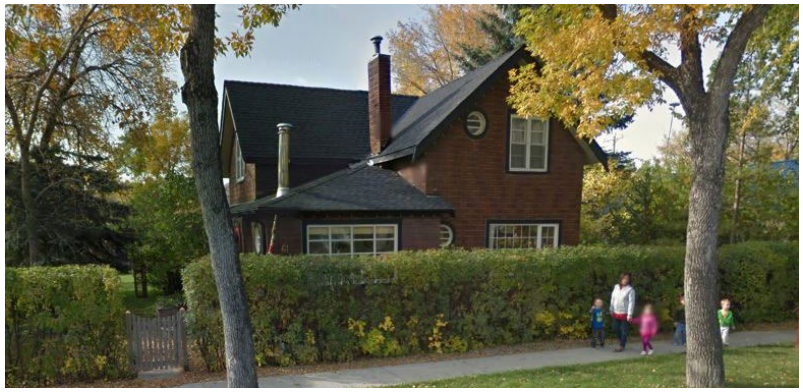


PROPOSED SUSTAINABLE MIXED-USE BUILDINGS

BIG MOVE 6.
SENSITIVE INFILL

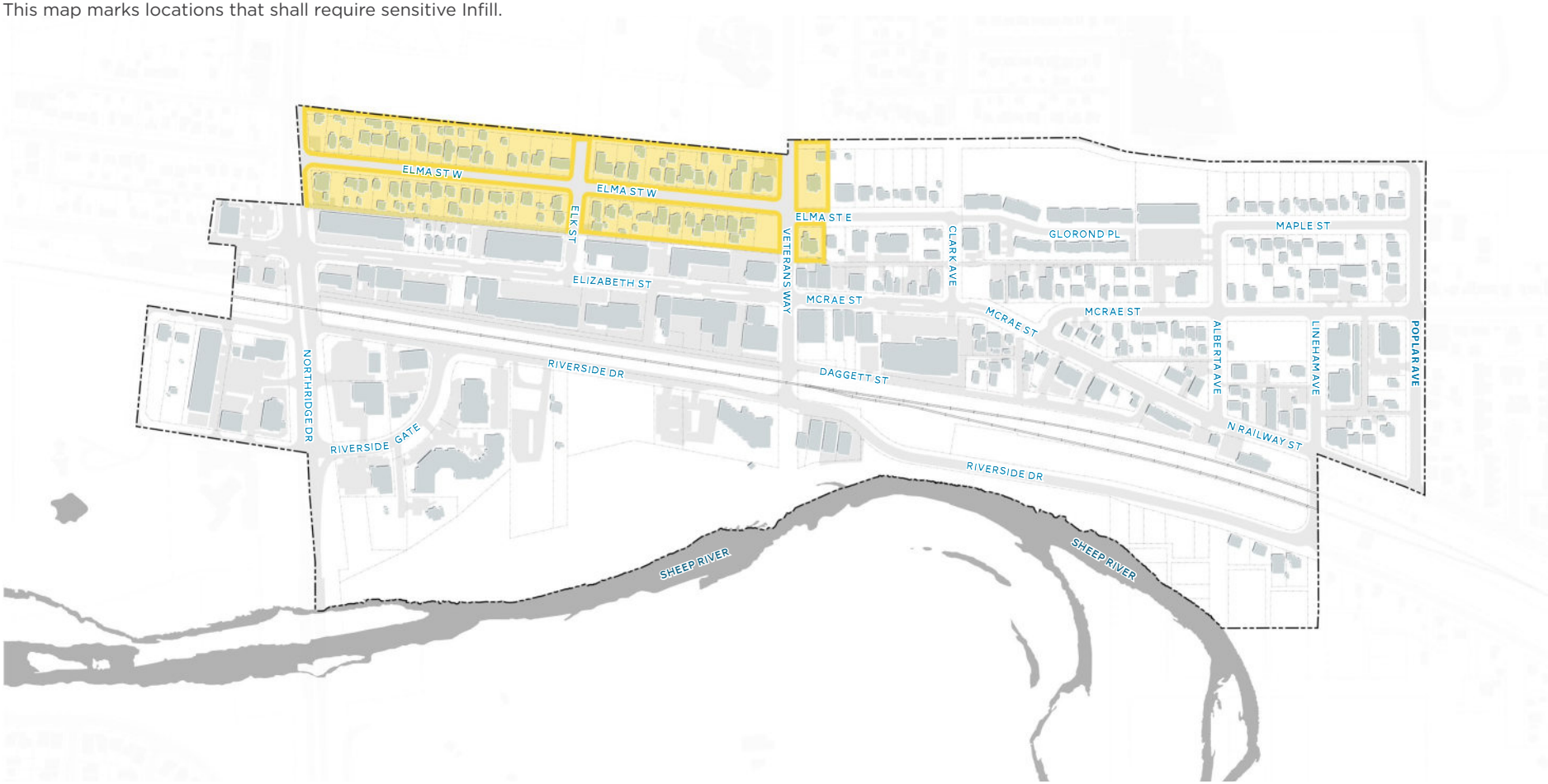
Elma Street West is the historic district of Okotoks. This area showcases the town's heritage, predominantly through Queen Anne Revival style houses constructed in the early 1900s. Through the engagement process, residents strongly expressed the desire to protect these heritage assets. The following guidelines recommend the preservation of the building stock while allowing for sensitive infill development to improve the functionality and sustainability of the streets. Sensitive infill refers to new additions and renovations to historic structures that are subordinate to, distinguishable from and compatible with the existing building. These adjustments will improve the mixed-use function of the buildings while maintaining the heritage image of the community.

CURRENT CONDITIONS



FUTURE POTENTIAL

This map marks locations that shall require sensitive Infill.



SENSITIVE INFILL GUIDELINES

BUILT FORM

EMPHASIZING POSITIVE NEIGHBOURHOOD ATTRIBUTES

Create compatibility between new projects and existing architectural context including historic and modern designs. Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles. Additionally, explore ways for new development to establish a positive and desirable context for other developments to grow.

BUILDING MASSING

The massing should consider the characteristics of the site and the proposed uses of the building and its surrounding open space. Use secondary architectural elements to reduce the perceived mass of larger projects. Create recesses or indentations in the building envelope, or add secondary elements, to highlight building entries.

ARCHITECTURAL AND FACADE COMPOSITION

Ensure that all facades are attractive and well proportioned. Wrap the treatment of the street-facing facade around the alley corner of the building. Avoid large blank walls along visible facades, wherever possible. Facades should remain consistent with the existing articulation found within the heritage buildings. This includes maintaining a rhythm of openings, recesses, projections and vertical and horizontal demarcations.

SECONDARY ARCHITECTURAL FEATURES

Add depth to facades by incorporating balconies, bay windows, porches, canopies, awnings, decks or other elements into the facade design.

BUILDING SCALE

Incorporate human-scaled architectural elements and details into the building facades, entries, retaining walls, courtyards and exterior spaces. Design the first three floors of the building to engage the pedestrian and enable an active and vibrant street front.

FORM AND FUNCTION

The exterior design of the buildings should reflect its primary functions and uses, making the building easy to access and understand. Design flexibility into the building so that it remains useful over time.

HEIGHT

The Study Area should adhere to a two to four storey streetwall. (12-metre overall height). Additional height may be accommodated if deemed appropriate. The streetwall of new buildings adjacent to a recognized heritage building should be no more than one storey greater than its heritage neighbor.

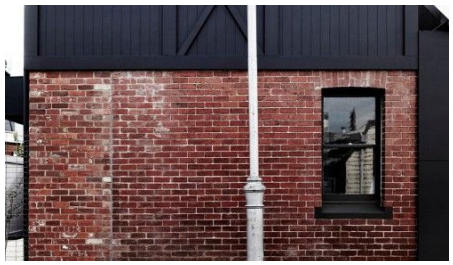
SETBACKS

All new buildings and additions should be built to the front and side of the property line to encourage a complete streetwall and maximum frontage. Unless the heritage asset is set back, new buildings should not be closer to the street line than their heritage neighbour.

ROOFS

Roofs of new buildings should respect their heritage neighbours. Roof forms should complement the roof lines of surrounding buildings. Rooftops can include open space balconies and/or roof-terrace green roofs in new structures.

BUILDING MATERIALS



Materials of the building exteriors should be high-quality, durable and maintainable. Develop details and select materials that are consistent with the overall architectural strategy and compatible with the neighbourhood. A combination of brick and wood is recommended.

LIGHTING

Use lighting to increase safety and to highlight architectural or landscape details/features such as entries, signs, canopies, plantings and art. Use side lights and transom lights to allow for light and views to the outside.

CORNICES AND PARAPETS

Cornices and parapets can provide a distinctive upper edge to the building's facade, but their design must be carefully considered. Cornices should only be used to define the horizontal demarcation of the top floor of the facade (upper cornice) and/or the top of the first floor (intermediate or lower cornice).

PROJECT ASSEMBLY AND LIFESPAN

Design the project so that it may be deconstructed at the end of its use. Design connections and assembly techniques that will allow reuse of materials.

NETWORK OF PUBLIC SPACES | CONNECTIVITY & EASE OF MOVEMENT | CHARACTER & IDENTITY | SUSTAINABILITY & ACTIVE LIVING | ACTIVE STREETSCAPE | ARCHITECTURAL INNOVATION

BUILDING FRONTAGE

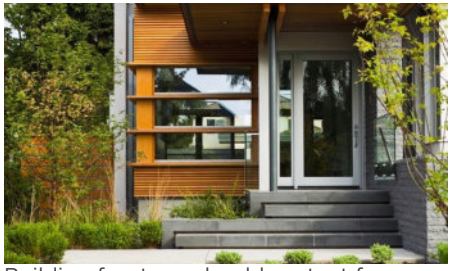
RESIDENTIAL AND LIVE/WORK EDGES

For residential entries, use a buffer or semi-private space between the development and the street or neighboring buildings to provide security and privacy for residential buildings. Orient the non-residential portions of the live/work unit toward the street. For live/work residential edges, maintain active and transparent facades between the building and street, as appropriate to building uses.

FRONT YARD ACCESS

The main entrances of individual units should be accessed from the sidewalk. A maximum setback of one to five metres is allowed to ensure that the future potential for retail is preserved. The five-metre frontyard zone can accommodate front steps, a raised planter and porch or terrace area. Frontyard fences should be less than 0.5-metre high. A small, level change can help signify the threshold between public and private space. For live/work conditions, the frontyard can be used as a patio for commercial purposes.

VISIBILITY

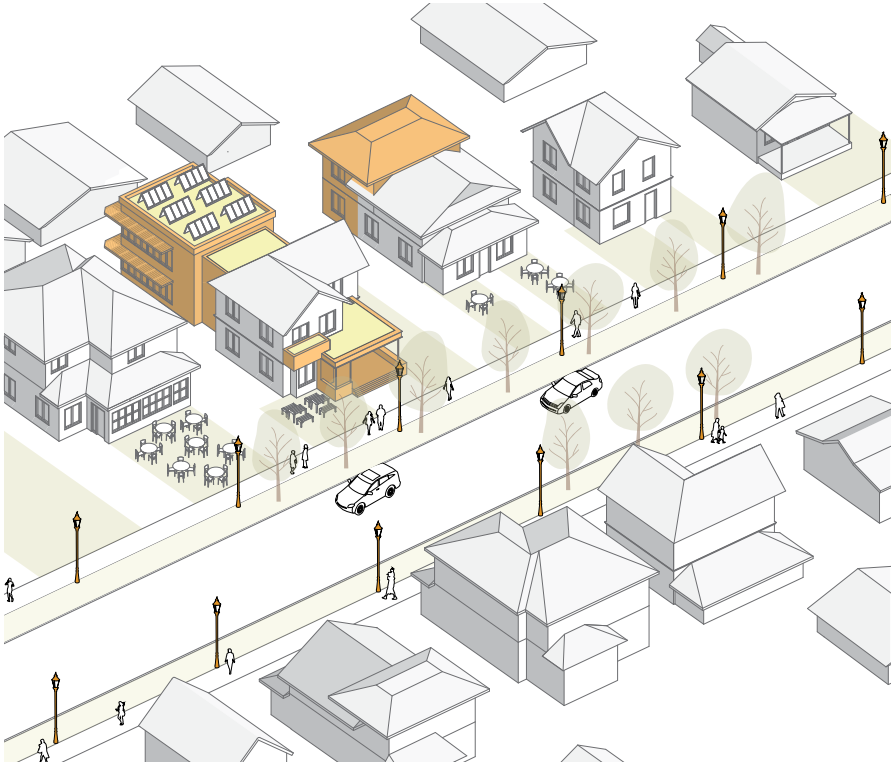


Building frontage should protect for visibility into the building interior using fenestration while allowing for residential use. Window screening, shutters and planters can help transform transparent facades for residential uses.

This image showing proposed infill is conceptual and aims to illustrate how additions could be incorporated into the Elma Street area through the site development process.

Existing single family homes transformed using sensitive infill

PROPOSED INFILL



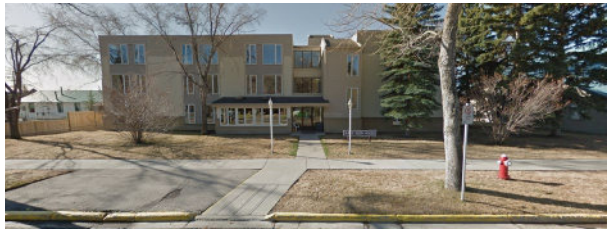
PROPOSED CONCEPT FOR ELMA STREET

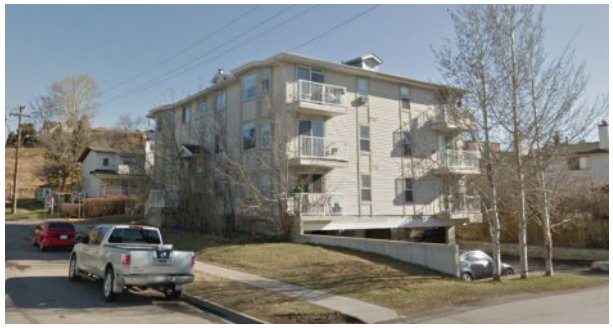
These images conceptually illustrate how additions could be incorporated into the Elma Street area through the site development process.

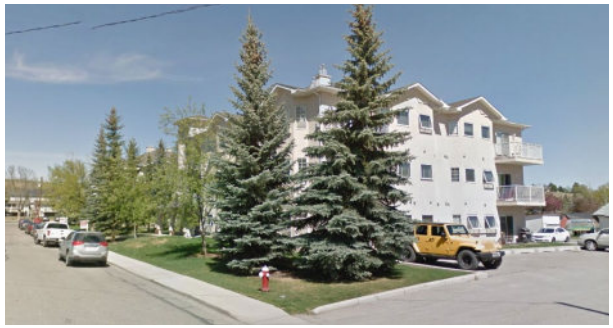
BIG MOVE 7.
MID-RISE NEIGHBOURHOOD

The majority of the Downtown is comprised of single-family homes; however, there is an opportunity in the Elma Street East area to create a higher-density neighbourhood. Mid-rise residential buildings will allow the town to accommodate an increasing population at a scale that is compatible with the adjacent low-rise buildings. An increased population in close proximity to Downtown Okotoks will help support the Downtown stores and bring vitality to the area. It is important to ensure pedestrian and active-transportation linkages from this neighbourhood to the main street. Fostering a Downtown that is compact and mixed-use will create an environment for best practices where people value economic, environmental and social sustainability.

CURRENT CONDITIONS

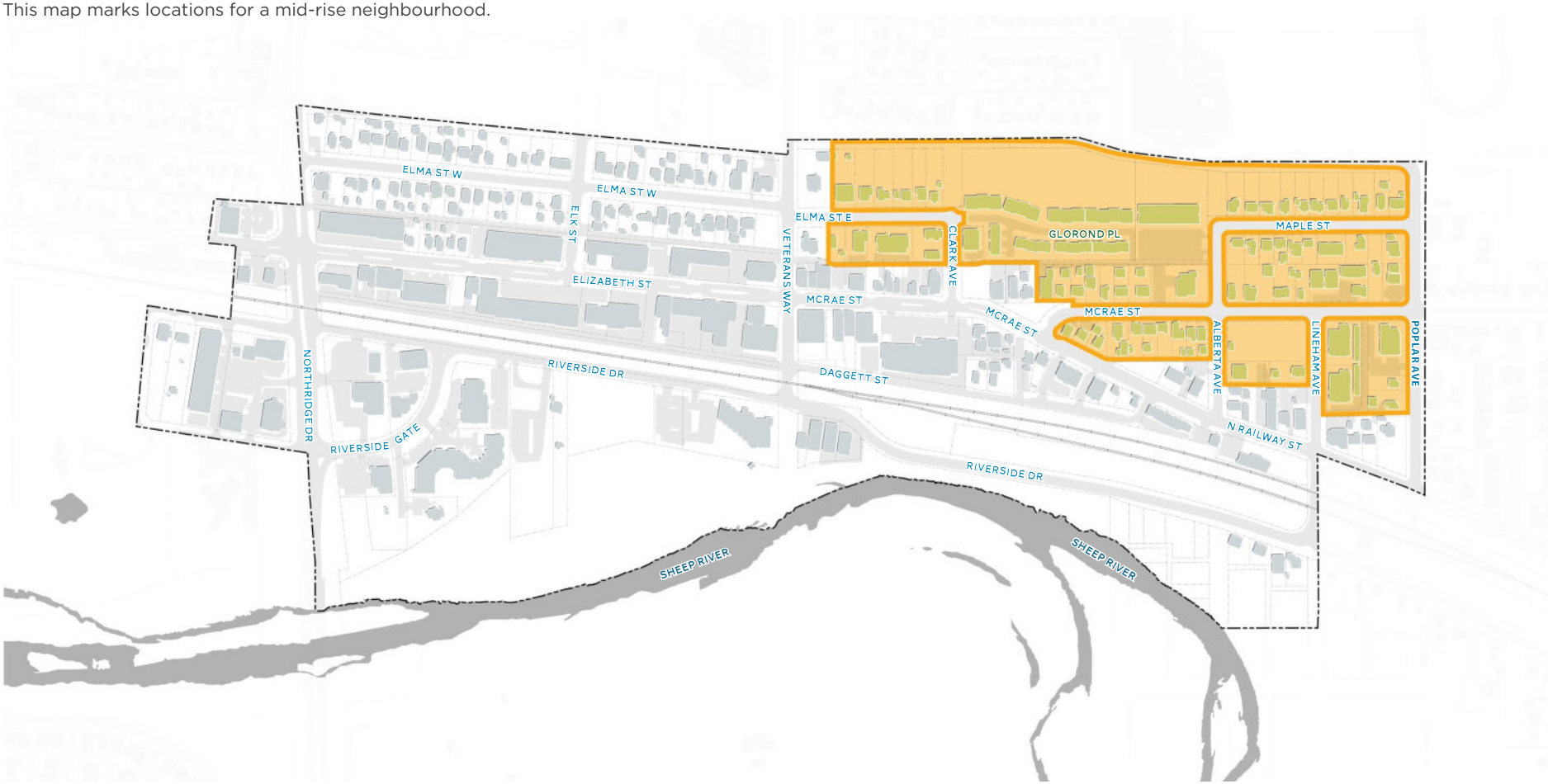




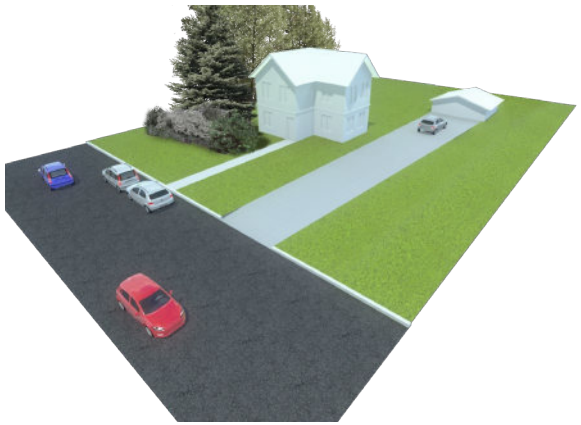


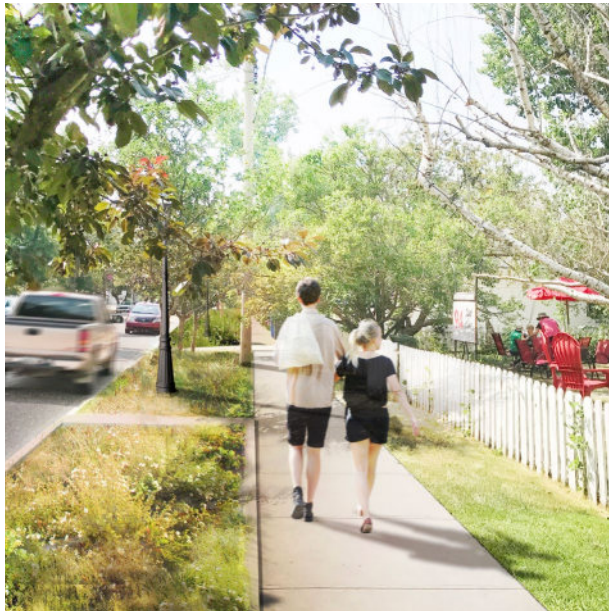
FUTURE POTENTIAL

This map marks locations for a mid-rise neighbourhood.



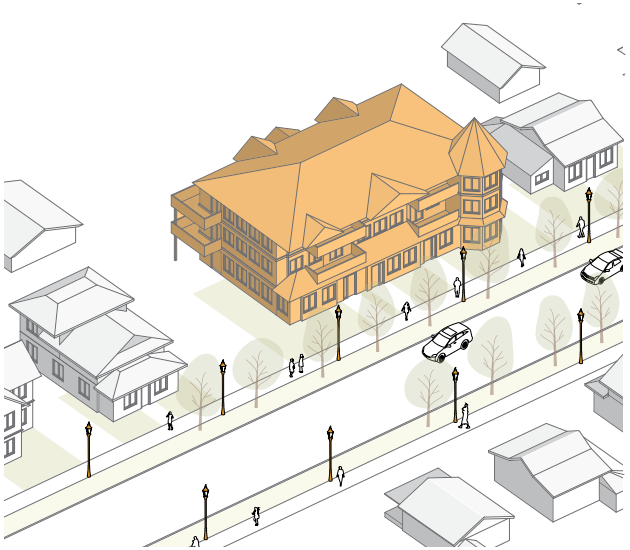
EXISTING SINGLE-FAMILY HOUSES





PROPOSED MID-RISE NEIGHBOURHOOD

PROPOSED MID-RISE NEIGHBOURHOOD



PROPOSED CONCEPT FOR STREET FOR MID-RISE NEIGHBOURHOOD

MID-RISE NEIGHBOUR-HOOD GUIDELINES

EMPHASIZING POSITIVE NEIGHBOURHOOD ATTRIBUTES

Create compatibility between new projects and existing architectural context, including historic and modern designs. Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles. Additionally, explore ways for new development to establish a positive and desirable context for other developments to grow.

BUILDING MASSING

The massing should consider the characteristics of the site and the proposed uses of the building and its surrounding open space. Use secondary architectural elements to reduce the perceived mass of larger projects. Create recesses or indentations in the building envelope, or add secondary elements, to highlight building entries.

ARCHITECTURAL AND FACADE COMPOSITION

Ensure that all facades are attractive and well proportioned. Wrap the treatment of the street-facing facade around the alley corner of the building. Avoid large, blank walls along visible facades, wherever possible. Facades should remain consistent with the existing articulation found within the heritage buildings. This includes maintaining a rhythm of openings, recesses, projections and vertical and horizontal demarcations.

SECONDARY ARCHITECTURAL FEATURES

Add depth to facades by incorporating balconies, bay windows, porches, canopies, awnings, decks or other elements into the facade design.

HEIGHT

The Study Area should adhere to a two to four storey streetwall. (12-metre overall height). Additional height may be accommodated if deemed appropriate. The streetwall of new buildings adjacent to a recognized heritage building should be no more than one storey greater than (four-metre max) its heritage neighbor.

SETBACKS

All new buildings and additions should be built to the front and side of the property line to encourage a complete streetwall and maximum frontage. Unless heritage asset is set back, new buildings should not be closer to the street line than their heritage neighbour.

BUILDING SCALE, FORM AND FUNCTION

Incorporate architectural elements and details that are human-scaled and consistent with overall concepts into the building facades, entries, retaining walls, courtyards and exterior spaces. Design the first three floors of the building to engage the pedestrian and enable a vibrant street front. The exterior design of the buildings should reflect its primary functions and uses, making the building easy to access and understand. Design flexibility into the building so that it remains useful over time.

ROOFS

Roofs of new buildings should respect their heritage neighbours. Roof forms should complement the roof lines of surrounding buildings. Rooftops can include open space balconies and/or roof-terrace green roofs in new structures.

BUILDING MATERIALS

Materials of the building exteriors should be high-quality, durable and maintainable. Develop details and select materials that are consistent with the overall architectural strategy and compatible with the neighbourhood. A combination of brick and wood is recommended.

RESIDENTIAL AND LIVE/WORK EDGES

For residential entries, use a buffer or semi-private space between the development and the street or neighboring buildings to provide security and privacy for residential buildings. Orient the non-residential portions of the live/work unit toward the street. For live/work residential edges, maintain active and transparent facades between the building and street, as appropriate to building uses.

LIGHTING

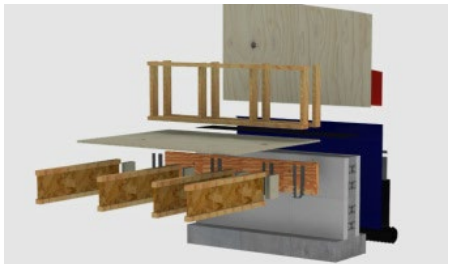
Use lighting to increase safety and to highlight architectural or landscape details/features such as entries, signs, canopies, plantings and art.

Use sidelights and transom lights to allow for light and views to the outside.

CORNICES AND PARAPETS

Cornices and parapets can provide a distinctive upper edge to the building's facade, but their design must be carefully considered. Cornices should only be used to define the horizontal demarcation of the top floor of the facade (upper cornice) and/or the top of the first floor (intermediate or lower cornice).

PROJECT ASSEMBLY AND LIFESPAN



Design the project so that it may be deconstructed at the end of its use. Design connections and assembly techniques that will allow reuse of materials.

FACADE ARTICULATION

Patterns of articulation, as mentioned above, should be implemented, where appropriate, and should not apply to every new building along the street.

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OPEN SPACES

VISIBILITY

Building frontage should protect for visibility into the building interior using fenestration while allowing for residential use. Window screening, shutters and planters can help transform transparent facades for residential uses.

FRONT YARD ACCESS

The main entrances of individual units should be accessed from the sidewalk. A maximum setback of one to five metres is allowed to ensure that the future potential for retail is preserved. The five-metre frontyard zone can accommodate front steps, a raised planter and porch or terrace area. Frontyard fences should be less than 0.5-metre high. A small, level change can be used to signify the threshold between public and private space. For live/work conditions, the frontyard can be used as a patio for commercial purposes.

DISTINCTIVE

Residential and commercial entries should be differentiated. Shared entrances to residential units, clearly accessible from the street, should be provided. Each retail store in a building should be identifiable and accessible from the sidewalk.

BALCONIES

Balconies are encouraged for the first two to six storeys. Balconies in residential areas should be deep enough to allow for seating and small tables while allowing sufficient space for a person to pass. Provide sliding glass doors leading directly into balconies from the dwelling. Consider designing built-in benches on balconies. Balconies or other permanent building elements should not encroach into the public right-of-way. Provide recessed, rather than cantilevered, balconies, especially on the front of buildings, for privacy and protection. Provide solid or semi-solid screens between adjacent balconies to enhance privacy.

ARRANGEMENT OF INTERIOR USES

PRIVACY AT-GRADE

Ensure that public paths do not pass next to the windows of dwellings. Privacy screens should be higher for privacy closer to the building and lower for visibility closer to the street. Provide screening for private terraces, yards or where adjacencies are close. Provide vegetative or semi-private fencing or screens that allows for permeable openings for viewing such as slots or lattice.

COMMON AMENITY SPACES

New developments should be designed to accommodate a mix of uses and programs that are adaptable to a variety of uses. Shared amenities could include movie rooms, meeting rooms, collective kitchens, dining rooms, laundry facilities, gyms or extended lobbies.

VIEWS AND CONNECTIONS

Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces. Locate living rooms and/or kitchen windows to permit good views and avoid direct views toward blank or monotonous facades.

LOCATION OF SHARED AMENITIES

Locate common rooms in a central, visible location adjacent to high-traffic areas such as ground-floor lobbies or major routes to shops, not the basement. Provide a washroom and minimal kitchen facilities.

PRIVATE AMENITY

Provide residential units with sufficient private amenity space, either as a terrace, balcony or yard.

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BIG MOVE 8.
RIVERFRONT AND PUBLIC MARKET

The Riverfront is the most natural of the four character areas. Development in this area will adhere to the intent of the Sheep River Valley Management Plan to protect, maintain and rehabilitate the river valley lands on the publicly owned natural environments allowing for sensitive development of the adjacent lands.

CURRENT CONDITIONS

FUTURE POTENTIAL

This map marks locations of the riverfront.

This image provides a conceptual illustration of the impact on the public realm of changes over time to the existing built form in this area. This image is not intended to be a future design nor set requirements for ways to adapt the current buildings or business at this location.

RIVERFRONT AND PUBLIC MARKET GUIDELINES

RIVER VALLEY GUIDELINES

ENVIRONMENTAL PROTECTION

The Sheep River ecosystem should be managed and protected within the town to ensure its long-term viability and integrity. Wildlife habitat and species within the town should be managed and protected on a sustainable basis.

NATIVE AND NATURAL VEGETATION

Native and natural vegetation of the valley and other natural areas within the town should be managed and protected. This includes geological features and native grass land.

HISTORICAL PRESERVATION

Historically significant sites, such as the Lineham sawmill site, should be managed and protected. This includes the identification and protection of culturally significant features such as archaeological sites, tipi rings, cairns and historical trails.

OPEN SPACE ELEMENTS

WATER MAINTENANCE

The integrity of natural watercourses, springs, seeps and other waterbodies should be maintained.

ACCESS AND CONNECTIVITY

River valley, urban parks and important open spaces should be easily accessible and well connected through pedestrian and cyclist infrastructure. Each plaza park and open spaces should be part of the larger network of open space linked by trails and pathways, connecting the neighbourhoods.

INTERPRETIVE ELEMENTS

Identify spaces with natural and cultural importance within the river valley and incorporate interpretive elements with the built environment to educate and inform the public about Okotoks' heritage.

STREETSCAPE ELEMENT ON RIVERFRONT ROAD

STREET SWALE

Street swales are naturalized planted areas that intentionally create a green ditch along the roadside. It captures stormwater runoff from roads and overflow from nearby systems, while enhancing the streetscape when planted with vegetation such as tolerable grasses. Maintenance is required to clean and unclog the swale from debris as needed.

CURB EXTENSION

Also known as a “bulb-out”, curb extensions are used when the sidewalk can expand into the adjacent roadway (usually a parking lane) to shorten the distance of a crosswalk. Typically deployed on intersections but can be applied mid-block. Curb extensions can accommodate more pedestrians on sidewalks with heavy pedestrian activity and simultaneously slow down vehicular traffic on the road. The curb extension also provides the opportunity for a broader program of planting and furniture in the public realm. Where on-street parking is proposed, encourage the establishment of landscaped curb bulbs for buffers.

EMBED GREEN IN PARKING

Promote best management practices and increase infiltration within and around parking areas. Initiatives can include the use of permeable paving and bioswales to promote the infiltration of stormwater and decrease runoff. Along on-street parking, employ planting design details such as continuous street tree trenches and structural soils to improve permeability.

STREETSCAPE ELEMENT PLANTING

CONNECTED TREE PITS

Connected tree pits form a single trench, giving more space and air to the trees that share the space. It is not recommended to cover the tree-pit with a walkable surface unless there is an alternative method of hydration in place other than traditional runoff from precipitation. Employ planting design details such as continuous street tree trenches and structural soils to improve the long term prospects for successful establishment.

TREE PIT DESIGN

Identify the location of all existing and proposed above and below ground utilities including street lighting early in the design process to facilitate the preparation of a feasible tree planting plan. The use of structural soils or structural soil cells (or equivalent) may provide opportunity to maximize amounts of soil volumes available for growth and root structure to ensure the health and vitality of new street tree planting. Provide the largest possible space for the roots of each planted tree.

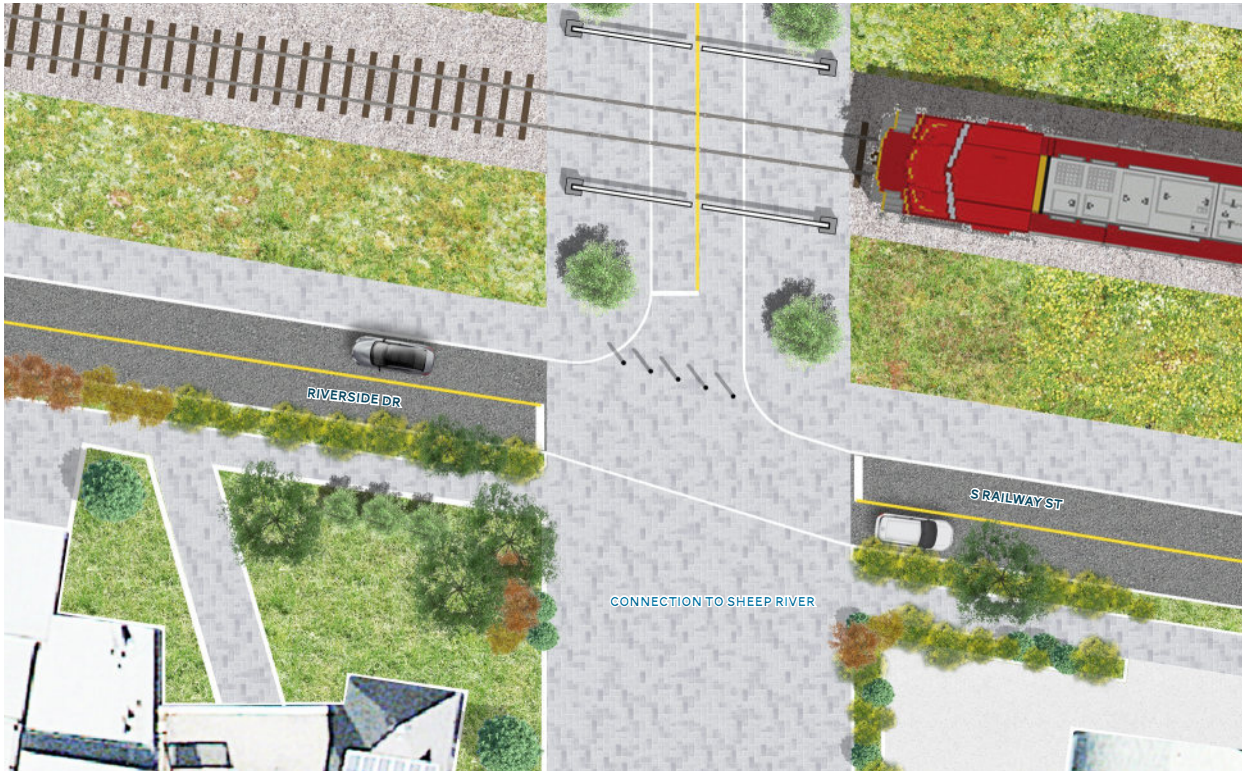
STORMWATER CAPTURING TREE PITS

Designed either for individual or a series of connected tree pits, Stormwater Capturing Tree Pits connect to the stormwater system of a nearby roadway and have the ability to properly filter and bank water, reducing the need for human maintenance and external water for its survival.

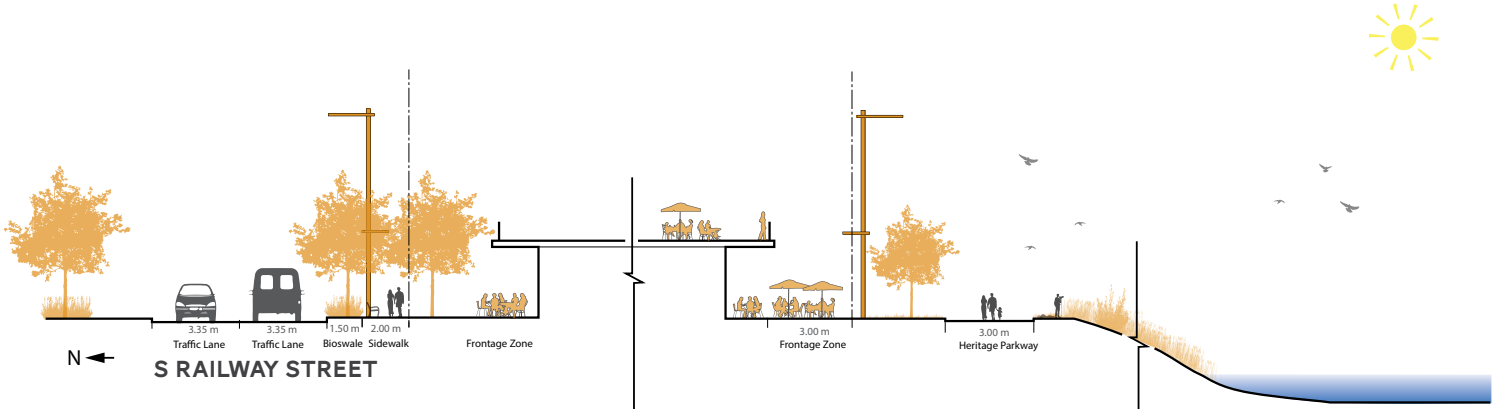
PLANTED AREA

Planted areas are great ways to beautify the streetscape, and provides opportunities to capture and store stormwater. They can be located in trenches either on a portion of the sidewalk, the furniture zone, traffic islands or medians. They are often flexible in size, length and depth, and can easily be implemented in a variety of settings.

PROPOSED CONCEPT FOR S RAILWAY STREET AND RIVERSIDE DRIVE



The proposed South Railway Street and Riverside Drive connection is a conceptual design subject to detailed design and further technical analysis.



IMPLEMENTATION

The implementation of the UDMP will take place incrementally, by both the public and private sectors, over the next decade or so. Ultimately, Town Council will decide, through capital funding, the priorities at the time and order of the projects.

IMPLEMENTATION GUIDELINES

- The Town will ensure any changes to the Municipal Development Plan support and align with the vision and guiding principle of the UDMP
- The Town will review and update the downtown Land Use Districts of the Land Use Bylaw to ensure the regulations support the direction of the UDMP. This review should include reviewing parking requirements and sunlight access requirements.
- The Town will undertake a periodic review of how the UDMP direction is being achieved, including the status of priority projects.
- The Town will ensure utility replacement planning and construction is integrated with public surface enhancements.
- The Town should ensure municipally designed historical properties are protected from incompatible redevelopment.

PRIORITY PROJECTS

The following priority projects are identified to ensure implementation of the vision and guiding principles of the UDMP. These projects are in addition to changes to statutory plans and the Land Use Bylaw to align with the plan and are of varying importance, cost, and timing.

GATEWAY

The Gateway project is a priority project as it was listed as one of the most desired projects to attract visitors for the benefit of Downtown Okotoks.

ELIZABETH STREET

Elizabeth Street has had improvements in the past that are starting to show signs of ageing. Capital funding should be set aside for rehabilitation, including new pedestrian pavers. In the short term, a pilot project to test a rainwater garden/soil cells may be initiated near the Town Municipal Centre to demonstrate the potential of such elements in the future streetscape. As new developments occur, it is important to ensure that the buildings follow the sustainable mixed-use building guidelines.

RIVERSIDE DRIVE

The development of a streetscape for Riverside Drive should be coordinated with future developments and ideally would be implemented along the whole length of the street in one project to redefine the image of the south side of Downtown.

ELMA STREET

Recommendations for Elma Street include the addition of a sidewalk on the north side of the street and heritage-style pedestrian lighting to build on the character of the street. This project could be implemented as part of regular upgrades to the street. As new developments occur, it is important to ensure that buildings follow the sensitive-infill guidelines.

PLAZA

Although a public plaza has been identified as high priority in previous studies and at the public engagement, the town does not currently own a suitable site to locate this. Once a site has been secured, the plaza should be developed through a citizen-engagement process.

PUBLIC ART

A public-art policy should be developed to initiate a coordinated approach to secure funding for the creation of public art pieces incrementally on a project-by-project basis.

TRIANGLE PARK

Triangle Park currently has an ageing playground and is fenced off from the sidewalk. This parkette should be redeveloped with a different program so that the fence can be removed and the space could be opened for other public uses.

PUBLIC FARMERS MARKET

The public engagement revealed that a farmers market could be highly successful and attractive in Downtown Okotoks. A feasibility study should be initiated to outline the potential for a successful farmers market.

BICYCLE LANES

The engagement process identified a strong desire for bicycle lanes along the main streets of Downtown. A future study should examine the feasibility of implementing bicycle lanes across the Downtown.

APPENDICES


DESIGN MASTER PLAN
WHAT WE HEARD
365
1041
215
3126
630
50
15
4900
2
100

ENGAGEMENT OVERVIEW

OPEN-HOUSE SESSION I

Tuesday, February 20, 2018 (2–4pm)
Municipal Centre Council Chamber
33 attendees

The goal of the open house was to collect feedback on the draft Downtown Urban Design Master Plan (UDMP). It provided opportunity for the public to drop in, learn about the project and provide input on the UDMP. The session included nine commenting stations where participants were invited to provide comments and prioritize projects they were most excited about.

OPEN-HOUSE SESSION 2

Tuesday, February 20, 2018 (6:30–8:30pm)
New Arena Concourse Pason Centennial Arena
31 attendees

A second open house was organized on the same day of the first open house session to accommodate attendees who were unavailable for the 2pm session. The activities and content was the same as the first session, focusing on receiving feedback for the UDMP.

WHAT WE HEARD SUMMARY

One of the main engagement activities asked the public to rank the proposed eight projects from highest to lowest importance. The list below resulted from this exercise:

1. Green Main Street
The Green Main Street gained the highest support. Overall, the public voiced concerns on the lack of parking within the Downtown core. These comments are out of scope within the UDMP and will require additional parking and traffic studies.

2. Plaza and Open Spaces
The incorporation of art and shade structures were deemed valuable. However, some questioned the necessity of a plaza due to suspected high construction costs and the availability for land purchase. An Area Redevelopment Plan will be able to provide a more detailed cost estimate and determine the feasibility of the proposed plaza. The UDMP has identified ways to activate the potential plaza and various open spaces with both fixed and temporary elements.

3. Riverfront and Public Market
The conservation of the river valley was highly supported. Design guidelines relating to this area establish height limits for any new development within the Riverfront per the council-approved River Valley Management Plan (2003).

4. Mid-rise Neighbourhood
The densification and attraction of businesses into this neighbourhood were supported. There was confusion on whether this neighbourhood would be realized in the short or longer-term. The UDMP addresses the proposed mid-rise neighbourhood as a long-term strategy. The UDMP explains ways to interweave the new and existing development and retain the authenticity of culturally significant buildings within this neighbourhood.

5. Gateway
There were mixed reviews regarding the importance of gateways into the Downtown due to the conjectured high construction costs as well as debate on whether the gateway will suit the look-and-feel of Okotoks. To address these concerns, the UDMP presents a range of possible gateway designs that help in cost reduction, while maintaining a successful gateway effect.

6. Veterans Way and Daggett Street
Although the majority of participants were excited about the transformation of the Veterans Way and Daggett Street, there was an overall sentiment that the proposed concept might decrease the number of parking spaces. The UDMP explores ideas of a shared street to encourage more functions of the street beyond parking. Additional parking and traffic studies would be required.

7. Sustainable Mixed-use Buildings
The participants generally advocated for sustainable design, but clarification on the use of the term “sustainable’ was needed. As a result, the UDMP organizes the various sustainable measures into the categories of architecture, streetscapes and open space.

8. Sensitive Infill
Although people were receptive to the design approaches to sensitive infill and advocated businesses along Elma Street, the specific term of “sensitive infill” needed clarification. The UDMP explains in more detail how sensitive infill aims to thoughtfully adapt culturally significant buildings along Elma Street, without altering its character.

GLOSSARY

ACTIVE STREETSCAPE
A mix of businesses, creating lively and engaging streets where people can move around in a safe and inclusive manner.

ACTIVE EDGES / PERMEABLE EDGE
Active building frontages that engage passing pedestrians with a “permeable edge” between the building and the street. This ensures a physical and visual connection from the sidewalk to the commercial spaces in the building.

DUAL FRONTAGE
Businesses and retail frontage on the main street as well as back lanes. This gives the opportunity to activate back lanes with storefronts, spill-out cafes and patios.

INTERPRETIVE ELEMENTS
Design elements that allow the possibility to closely observe and analyze facts, ideas and/or assumptions. Interpretive elements can be used in spaces with historic and cultural value or incorporated into the built environment to inform the public about the significance of an area.

LIVE/WORK
A property that gives the opportunity to combine residential living space with commercial or manufacturing space.

MULTIMODAL NETWORK
A network that includes multiple types of transportation such as walking, driving, cycling and taking public transit.

PUBLIC REALM
The public realm is the space that is shared communally by the public. It is the area around, between and within buildings that are publicly accessible, such as streets, squares, parks and open spaces. These are the everyday spaces that we move through and linger within—the places where we live, work and play.

SENSITIVE INFILL
Sensitive infill defines the usage of land within a built-up land for further construction. The neighbourhood of Elma Street is categorized as sensitive infill to allow for redevelopment and growth, while conserving the existing architecture and character of the area. This development approach retains the image of the town and streetscapes by proposing additions behind the front facade of existing character buildings. Sensitive additions would embrace sustainable measures to preserve and enhance buildings with heritage value.

SHARED STREET / WOONERF
Shared Streets are informal street layout programs with little to no demarcations or curb edges to separate users from each other. Speeds are brought down to very low levels through a variety of traffic-calming tools and visual cues that encourage caution and gives priority to pedestrians.

SUSTAINABLE DESIGN
Sustainable design employs ecologically-conscious approaches to minimize the impacts of built form on the environment. An efficient use of materials and energy is an example of considering how an individual site can impact its broader environment. Ideas for sustainable measures are discussed in the design guidelines for both architecture and open space.

SWALE
Swales are infiltration basins planted with tolerable grasses/other vegetation. As a primary method of absorbent landscaping to manage stormwater runoff of roads, swales also help to filter pollutants and increase rainwater infiltration.