

Wedderburn

OKOTOKS ★ ALBERTA

Gateway Development Concept Plan

April 4, 2023

**TOWN OF OKOTOKS
APPROVED BY MUNICIPAL PLANNING
COMMISSION ON APRIL 20, 2023**

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Introduction

The Wedderburn Gateway Development Concept Plan ('The Concept Plan') provides the details and framework necessary for the development of the Northridge Drive corridor referenced as the "Gateway Area" within the North Okotoks Area Structure Plan (NOASP). The Concept Plan will complement neighbouring uses and the D'Arcy Gateway Village District west of Northridge Drive.

In addition to the Wedderburn Outline Plan, this Concept Plan aligns with the 2021 Town of Okotoks Municipal Development Plan (MDP) and the 2016 North Okotoks Area Structure Plan (NOASP).

Location

The Wedderburn Gateway is located within the larger Wedderburn Outline Plan Area. It is bounded by:

- Northridge Drive to the west;
- Municipal Reserve to the south;
- Residential uses and open spaces to the east; and
- 338 Avenue to the north.



FIGURE 1. LOCATION

Context Plan

The Gateway Area is situated in the rural-urban fringe in the northern portion of Okotoks where rural uses are transitioning to urban development. This transition from rural to urban uses is occurring on both sides of Northridge Drive. In this area, large format commercial development transitions southwards to smaller commercial and mixed use development which becomes a regional and neighbourhood destination given its proximity and connectivity to existing and future low density residential development.

The Wedderburn Gateway Area is complemented by the D'Arcy Gateway Area on the west side of Northridge Drive, with an existing car dealership and future commercial planned for the land north of the D'Arcy Gateway Area.

As Okotoks grows and the rural-urban fringe shifts northwards as parcels north of 338 Avenue develop, the Wedderburn Gateway Area has the potential to densify over time.

Concept Plan

The Wedderburn Gateway Area is intended to be a new employment-focused district along the Northridge Drive corridor near the intersection of 338 Avenue. As noted in the previous section, this area is currently situated in the rural-urban fringe where rural areas start to mix with urban development.

The Wedderburn Gateway contains a mix of land uses which facilitate local employment through a variety of commercial uses, services and multi-residential development designed to densify over time as the market demands.

Initial development will see larger format commercial uses in the northern portion of the Gateway area which transition to smaller format commercial, mixed-use and multi-residential development towards the southern portion of the site aligning with the D'Arcy Gateway area to the west.

Initial full build-out is illustrated in Figure 3 which is intended to take 7 to 10 years to construct. This initial build out enables opportunities to densify over time as the access points, parking layout, and site servicing will support densification as the market permits over the long-term.

Population & Job Statistics

Phase of Development	Approx. number of people per dwelling	Estimated Residential Population	Jobs Projection*	Total People + Jobs per Phase
Phase 1 (2.75 ha/6.8 ac)	1.85 (208 units)	385	46	431
Phase 2 (2.93 ha/7.24 ac)	-	-	93	93
Phase 3 (4.51 ha/11.15ac)	-	-	260	260
TOTAL 10.19 ha/25.18 ac)		385	399	784

Phase 1 is the portion of the Gateway Area south of Wedderburn Drive, Phase 2 is between Blue Rock Common and Wedderburn Drive, and Phase 3 is located north of Blue Rock Common. Refer to Figure: Land Use & Phasing.

The estimated residential density in Phase 1 is 75 units per ha (30 units per acre). When commercial development is considered in the density calculation, a density of 156 people and jobs per ha is anticipated in Phase 1. As the table above shows, Phases 2 and 3 will generate more jobs than Phase 1; however, a residential population is not expected in this portion of the Gateway Area as it transitions to the rural-urban edge of the Town.

** The estimated jobs projection is based on 1 job per 50 m² of the anticipated commercial buildable area.*



FIGURE 3. CONCEPT PLAN

Mobility & Connectivity

Street Hierarchy

The Wedderburn Gateway Area is served by a comprehensive street network with primary access points into the community from Northridge Drive and 338 Avenue E which are the main arterial streets in the area. The Gateway Area is also served by collector streets which extend into the residential area and have been designed to accommodate the anticipated traffic volumes for the community at full build-out including the development of the Gateway Area.

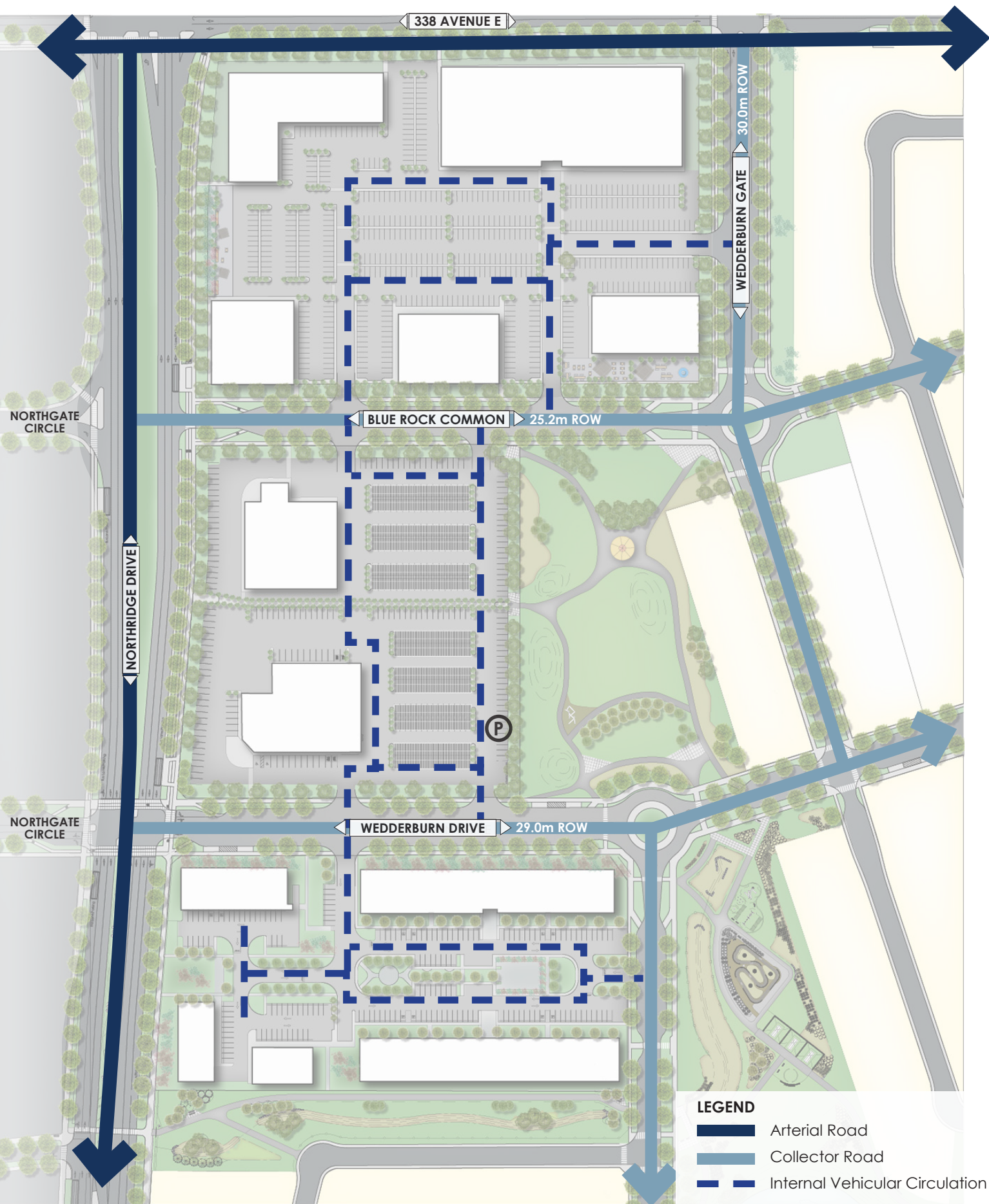


FIGURE 4. STREET HIERARCHY

Pedestrian Connections & Open Spaces

The Wedderburn Gateway Area is directly adjacent to Wedderburn's largest public parks. These parks include local and regional pathways that connect to the community's sidewalk network and regional pathway system adjacent to the community on Northridge Drive and 338 Avenue E.

Raised sidewalks and accessible pedestrian crossings will be provided throughout the Wedderburn Gateway Area to ensure safe and accessible pedestrian routes throughout the area which connect to the local sidewalk and pathway system. The Gateway's internal pedestrian routes facilitate active modes of transportation and contribute to the walkability of the Gateway Area by ensuring connections are made to the broader pedestrian circulation system making it a destination within the community and the rest of Okotoks.



FIGURE 5. PEDESTRIAN CONNECTIONS & OPEN SPACES

Public Transit

An existing bus route runs along Northridge Drive and 338 Avenue E, with an additional local transit route planned along Wedderburn Drive servicing the interior of the community. Both the existing and planned routes include bus stops within the Gateway Area, contributing to multi-modal mobility choices for patrons and employees.



FIGURE 6. PUBLIC TRANSIT

Phasing & Land Use

The Wedderburn Gateway Area will be developed in three phases with flexibility to densify and redevelop over time.

Each phase will be accompanied by a comprehensive Development Permit (DP) or more detailed site plan for partial development/subdivision. This will allow the details of each area to be refined prior to development approvals, that ensure unifying design elements and site planning are achieved over time that meet the objectives of this Concept Plan and policy objectives in the Area Structure Plan.

Figure 7 demonstrates the current anticipated sequence of development, but the market will be the main driver of phasing over time. Multiple phases could come forward concurrently; however, they will require independent Development Permits.

Each phase will have a its own Land Use as indicated on Figure 7. The sites will conform to the requirements of the Land Use Bylaw including, but not limited to, signage and parking requirements.

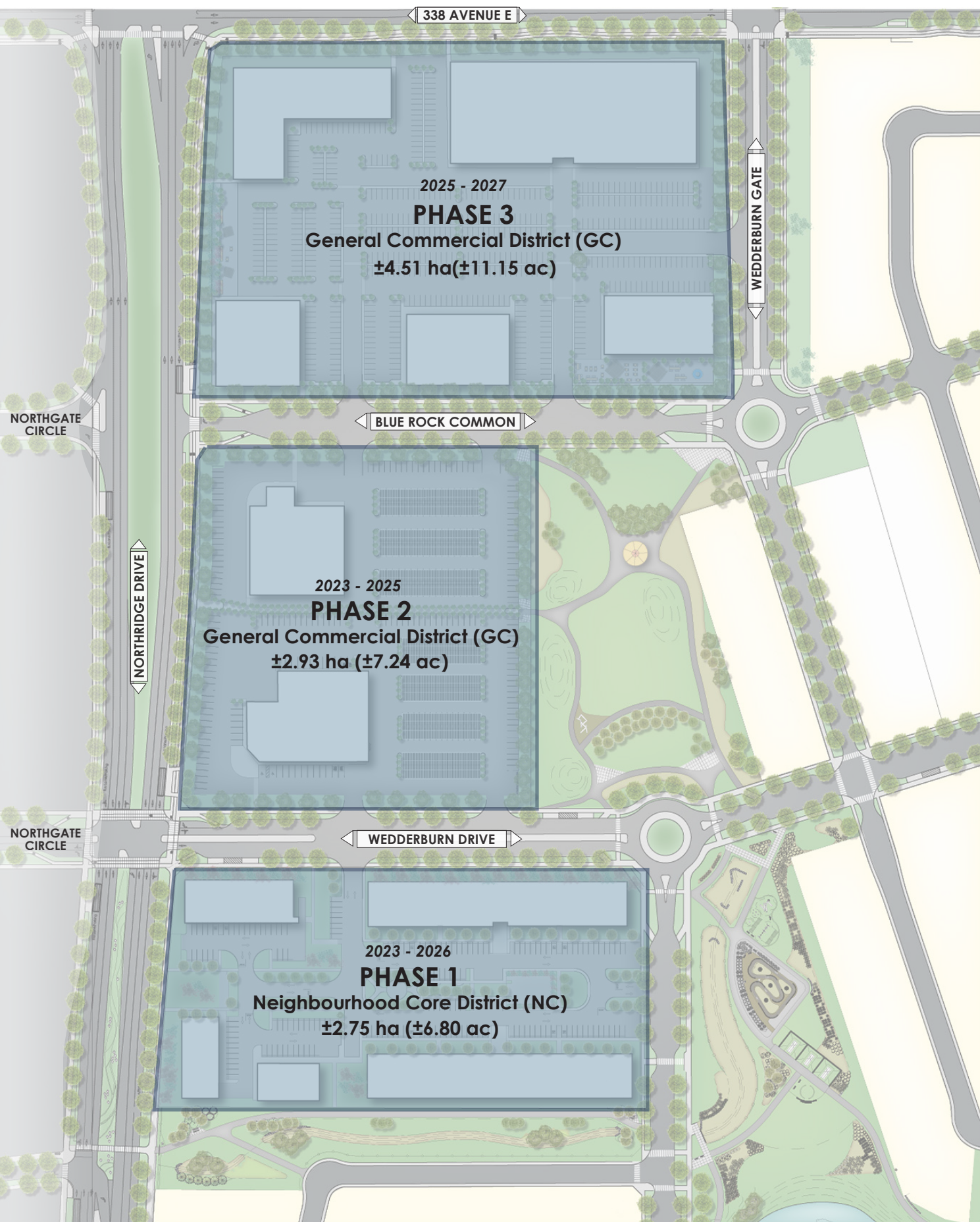


FIGURE 7. PHASING & LAND USE

Design Guidelines

Site and building design of the Wedderburn Gateway Area will adhere to the Okotoks Land Use Bylaw and be subject to following Design Guidelines.

General

- The principal buildings on each site must provide a strong frontage and edge along adjacent arterial and collector roadways.
- Minimal, if any, surface parking areas are to be located between buildings oriented to an arterial roadway. Parking areas should be located behind buildings and internal to the site, or otherwise screened from adjacent arterial and collector roadways by suitable landscaping treatment.
- On corner locations, the building façades should acknowledge and complement multiple adjacent roadways.
- The placement of buildings, parking, and internal roads should be designed to support densification and adaptation over time.

Building Elevations

- The exterior elevations must include finishings of a durable nature such as Hardie board, stucco, brick, natural stone, or wood.
- Facades must be broken up with a range of forms and massing. Long, blank walls are not permitted.
- Architecture should align with the adjacent neighbourhoods' design styles to create a cohesive aesthetic.
- Service-bay doors are discouraged on exterior frontages onto adjacent collector or arterial roadways.
- Internal drive-thru accesses should be located on facades internal to the site and screened from adjacent parcels by landscaping.

Parking

In addition to the parking requirements in the Land Use Bylaw, covered parking structures must be permanent, match the principal building on site in terms of colours and materials, and utilize solar panels or an equivalent sustainable design feature to the satisfaction of the approving authority.

Signage

In addition to the signage requirements of the Land Use Bylaw:

- Light poles should not be designed to accommodate temporary banner signage to minimize signage clutter
- Illuminated fascia signage should not be located on building elevations oriented towards residential properties
- Ground (freestanding) signs should include landscaping and material elements that match the principal building on site.

Outdoor Lighting

- In addition to the outdoor lighting and dark sky requirements of the Land Use Bylaw, on-site freestanding lights are to be consistent with the overall Wedderburn neighbourhood and maintain a unique sense of character and place. Generic standardized commercial freestanding lighting should be avoided and lighting should not spill over into residential areas.

Landscaping & Buffering

In addition to the landscaping and buffering requirements of the Land Use Bylaw:

- Where sites are not fully lined with buildings and large parking or loading areas are visible from public parks or residential properties, a landscaped buffer with extensive planting shall be incorporated along affected edges of the site. This buffer should include connections between the internal pedestrian network of the site and the adjacent pathways within the park space.
- Landscape buffer areas should be designed to provide a high degree of screening through all four seasons.
- Landscaping should be integrated throughout the parking areas of the site and connect the adjacent park spaces to the principal buildings on site.

Fencing

- Fencing will be consistent and complementary to common fencing within Wedderburn where required along arterial and collector roads for noise attenuation, property delineation, or security.
- Fencing should not exceed 1.2 metres in height adjacent to arterial roadways.

Active Transportation

- Pedestrian walkways should be a minimum of 2.0 metres in width and connect the parking areas to all public entrances of the main building. The pedestrian network should connect to adjacent path and sidewalk networks.
- On-site internal cross-walks should be either raised, coloured or an alternate material treatment (stamped concrete, etc.) to ensure a clearly-delineated pedestrian network throughout the site and to adjacent sites.
- On-site pedestrian networks should include pedestrian garbage cans and benches to further facilitate a comfortable walking urban environment to connect the site to the Gateway and broader Wedderburn community.

Sustainable Design Features

- Any covered parking structures must incorporate solar panels.
- Building and site design must consider low impact development measures to minimize stormwater run-off, such as green roofs or walls, rain-water reuse, or other features acceptable to the Town.
- Electric vehicle charging stations should be incorporated into each site.
- Buildings should consider Leadership in Energy and Environmental Design (LEED), or similar standards, for energy efficiency and green building design.