

338 AVENUE FUNCTIONAL STUDY & CONCEPT DESIGN **OPEN HOUSE**

Welcome!

Currently, 338 Avenue is a two-lane rural road with no pedestrian infrastructure and minimal landscaping. There are few major intersections and only a handful of businesses and country residential driveways at this time. However, this is expected to change with future development.

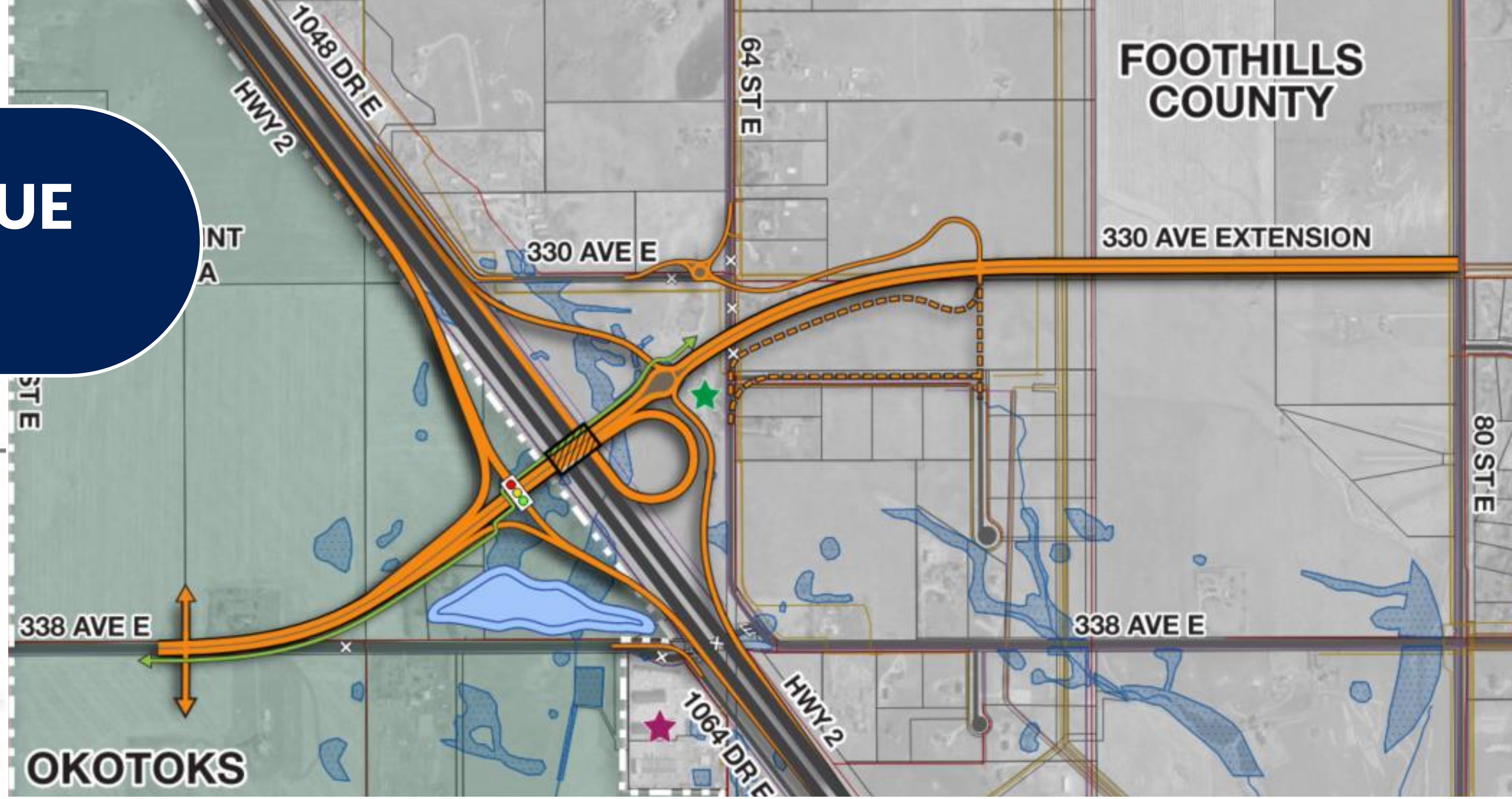
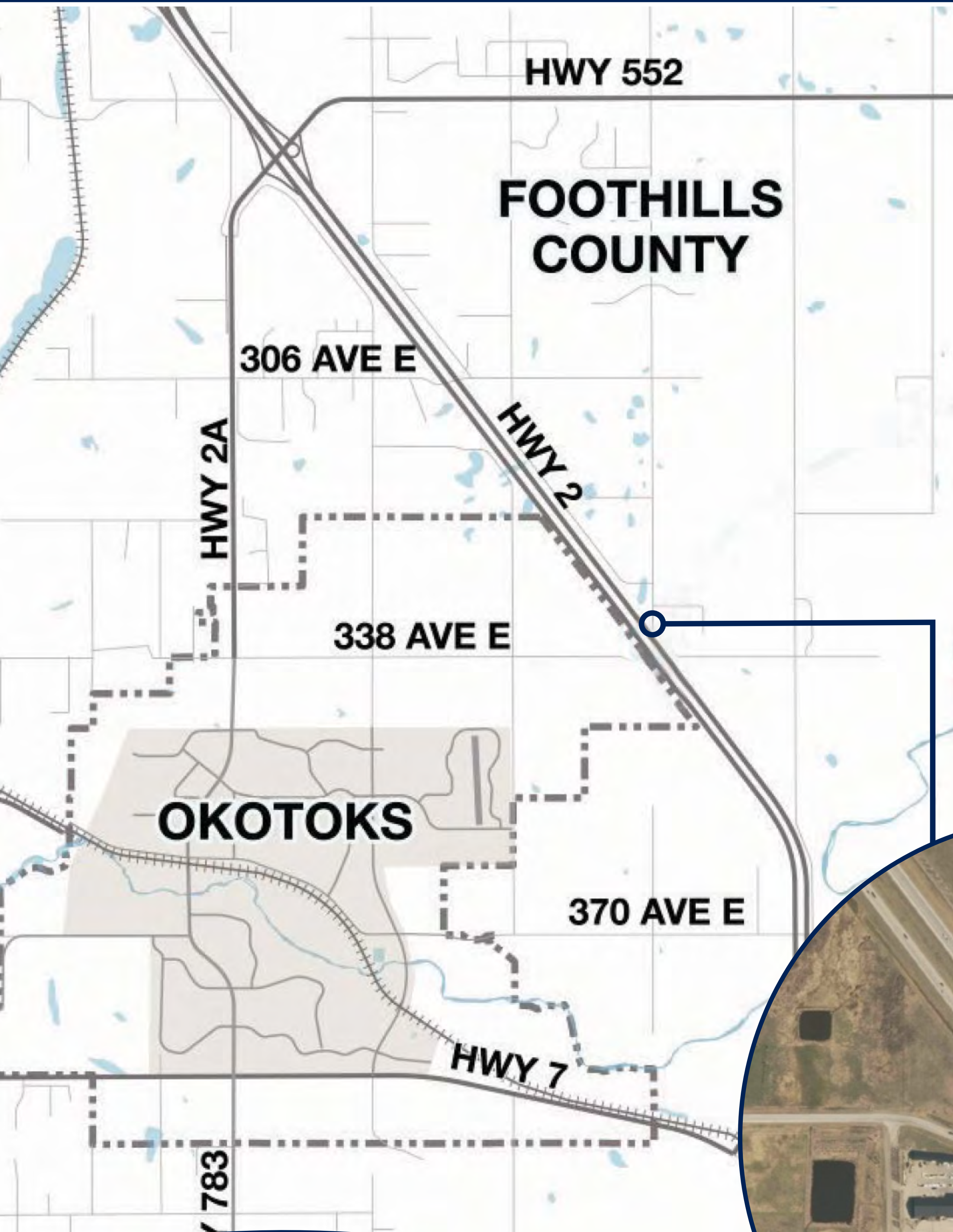
The road will require upgrading to accommodate development along the corridor and adjacent land. This will ensure sufficient capacity to serve the adjacent communities, promote multiple modes of transportation, and transform 338 Avenue into a gateway to Okotoks.



For more information
on the project, visit:
www.okotoks.ca/338ave-study

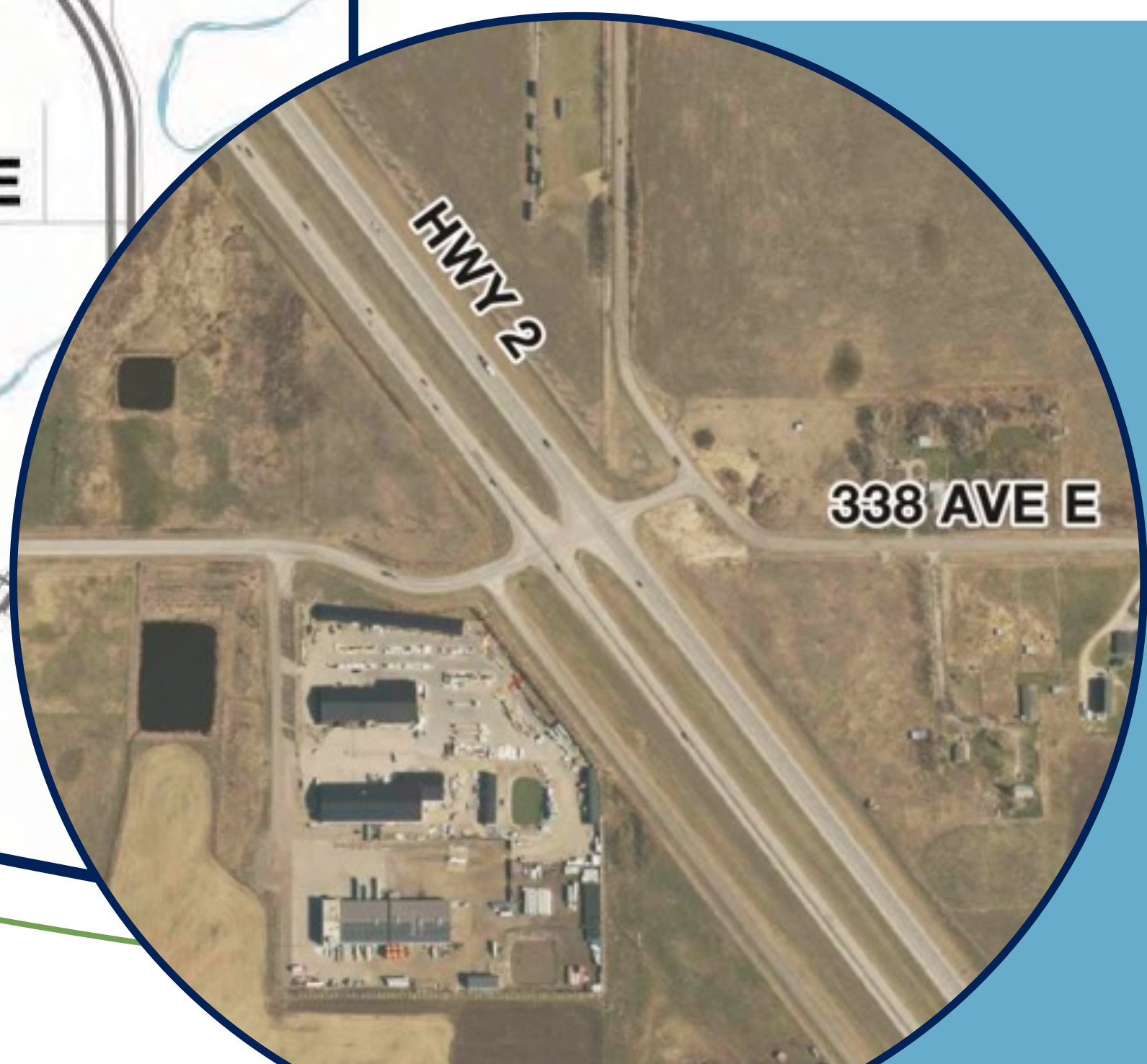


HIGHWAY 2/338 AVENUE INTERCHANGE



Legend

- Recommended Plan
- - - Local Roadway Options
- Proposed Pathway
- Roadway Closure
- Proposed Bridge
- Existing Roadway
- Existing Power Line
- Existing Telecom Line
- Existing Gas Line
- Future Development Area
- ★ Existing Commercial Area
- ★ Champion Park
- ~ Existing Watercourse
- Existing Wetland



The Highway 2/338 Avenue Interchange is being overseen by Alberta Transportation and Economic Corridors.

Construction of the interchange has not yet been confirmed; however, it is assumed it will be in place prior to 2045.

For more information on the Interchange project, visit:
www.alberta.ca/highway-2-to-338-avenue-interchange



MUNICIPAL DEVELOPMENT PLAN

The Municipal Development Plan (MDP) provides the overarching vision for all development and land-use planning in Okotoks. This includes long-range planning, physical growth, and the construction and redevelopment of transportation corridors within and around the town.

The MDP provides direction on the prioritization of the type of users for each type of corridor. Wherever possible, pedestrians and those with mobility aids are prioritized.

Transportation Hierarchy

01 Walking & Mobility Aids



02 Cycling & Scooters



03 Transit



04 Goods Movement



05 Multiple Occupant Vehicles

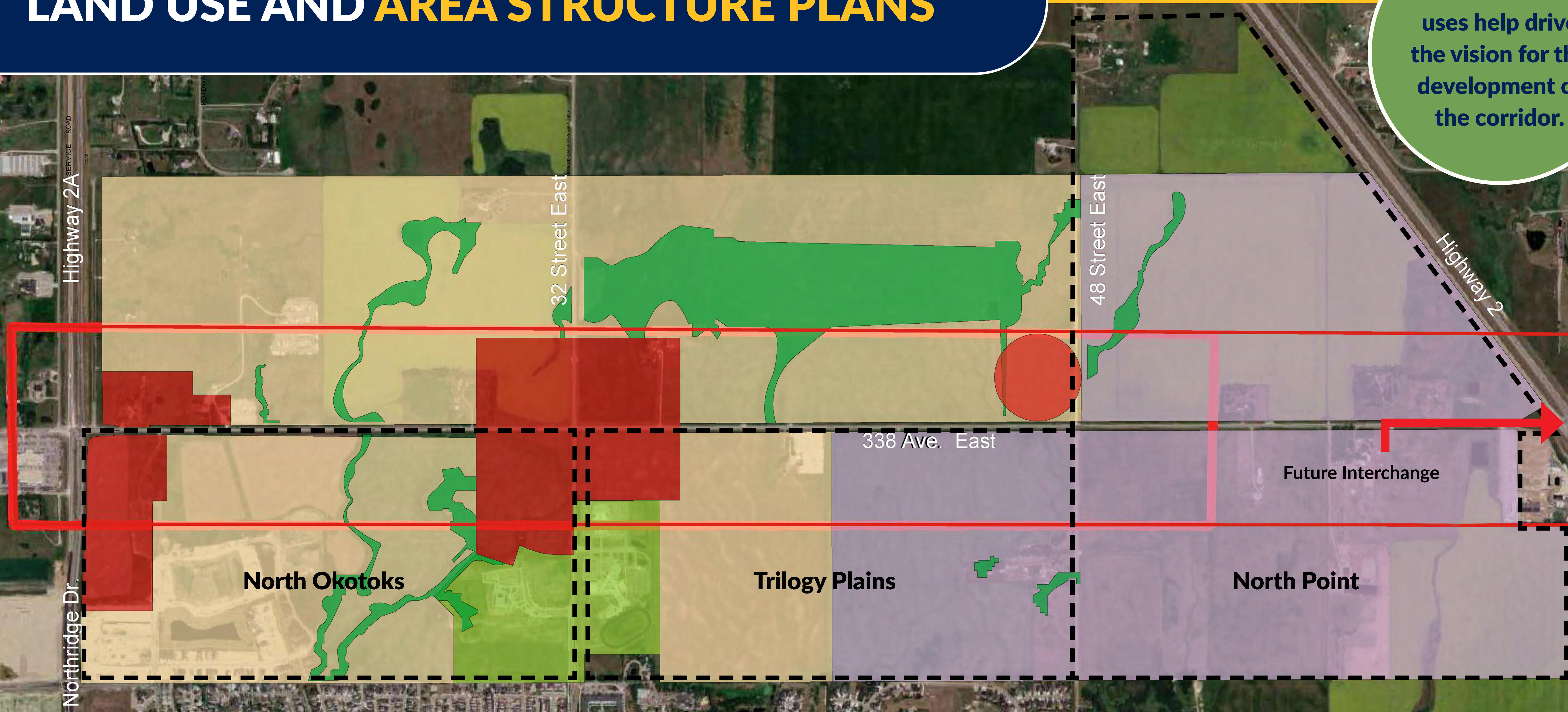


06 Single Occupant Vehicles



LAND USE AND AREA STRUCTURE PLANS

These future uses help drive the vision for the development of the corridor.



In keeping with proposed land uses and the Municipal Development Plan, Okotoks needs to adapt to the changing needs of the surrounding areas, including:

- More commercial, employment, and light industrial feel to the eastern side of the corridor; closer to Highway 2.
- A mix of residential and node-based commercial to the western and central portion of the corridor.

Legend

- Study Area
- Future Residential
- Future Commercial/ Mixed-use
- Future Employment Lands
- Defensive Area
- Open Space/Public Service
- Area Structure Plans



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VISION AND OPPORTUNITIES

The vision for the 338 Avenue corridor was guided by transportation best practices, many of which are outlined in the Okotoks MDP. The vision for 338 Avenue is a complete streets approach which takes into account the function of all users, for all seasons.

This requires that the street be planned, operated, and maintained in a manner that is safe and convenient for all users, not just vehicles.

The vision and opportunities of the 338 Avenue corridor are summarized as follows:

- An urbanized multi-modal corridor in accordance with the MDP that will accommodate pedestrians, active mode users, vehicular traffic, commercial vehicles, and accessibility users.
- A Complete Streets corridor that will provide extensive landscape/green areas, large tree canopies, and open public spaces on both sides, including the removal/realignment of overhead and underground utilities and space-proofing for the implementation and integration of smart technologies.
- The provision of active transportation corridors on both sides of the road to provide permeability and connectivity both along the corridor and into each adjacent development/community with the intent to connect to future local and regional active transportation networks.
- The implementation of Low Impact Development (LID) and sustainability measures that will enhance the vision of a completely landscaped/green corridor while improving stormwater quality from road runoff and reducing stormwater discharge downstream into adjacent developments and ultimately into the Sheep River.
- Extension of local and regional transit services including stops/hubs along 338 Avenue and into the adjacent developments.
- With the anticipated Highway 2 interchange to be constructed in the future, there is an enormous opportunity to make 338 Avenue an exciting future gateway into Okotoks.





LANDSCAPE BEST PRACTICES

The following concepts were used in guiding the landscape design for the 338 Avenue corridor

Connectivity and Mobility

- Accessible road crossings and directional cross walks
- Clear lane and user definition
- Winter snow removal with adequate space to push and store snow
- Traffic calming measures
- Uniform wayfinding along the corridor
- Connecting beyond and into the future
- Robust path materials (concrete and asphalt)
- Promote healthy living (jogging, walking, cycling)
- Rest points and seating areas

Green Infrastructure

- Establish a healthy urban canopy and tree-lined corridor
- Resilient, hardy, and diverse species selection
- Ensure soil volume targets are met for each species
- Explore opportunities for innovation, interpretation and education
- Resilient shrubs and grasses for texture and height variation (caution with sight lines at intersections)
- Storm water management through bio-retention and conveyance
- Use of robust vegetation that can handle stormwater from road runoff that is salt and drought resistant





Landmarks,
local history,
Indigenous culture

LANDSCAPE BEST PRACTICES

The following concepts were used in guiding the landscape design for the 338 Avenue corridor

Sense of Place

- Create a cohesive backdrop from one end to the other
- Coordinate fencing, wayfinding, and signage with adjacent land development where possible
- Opportunities for landmarks and features/public art at roundabouts
- Define gateways at east and west boundaries



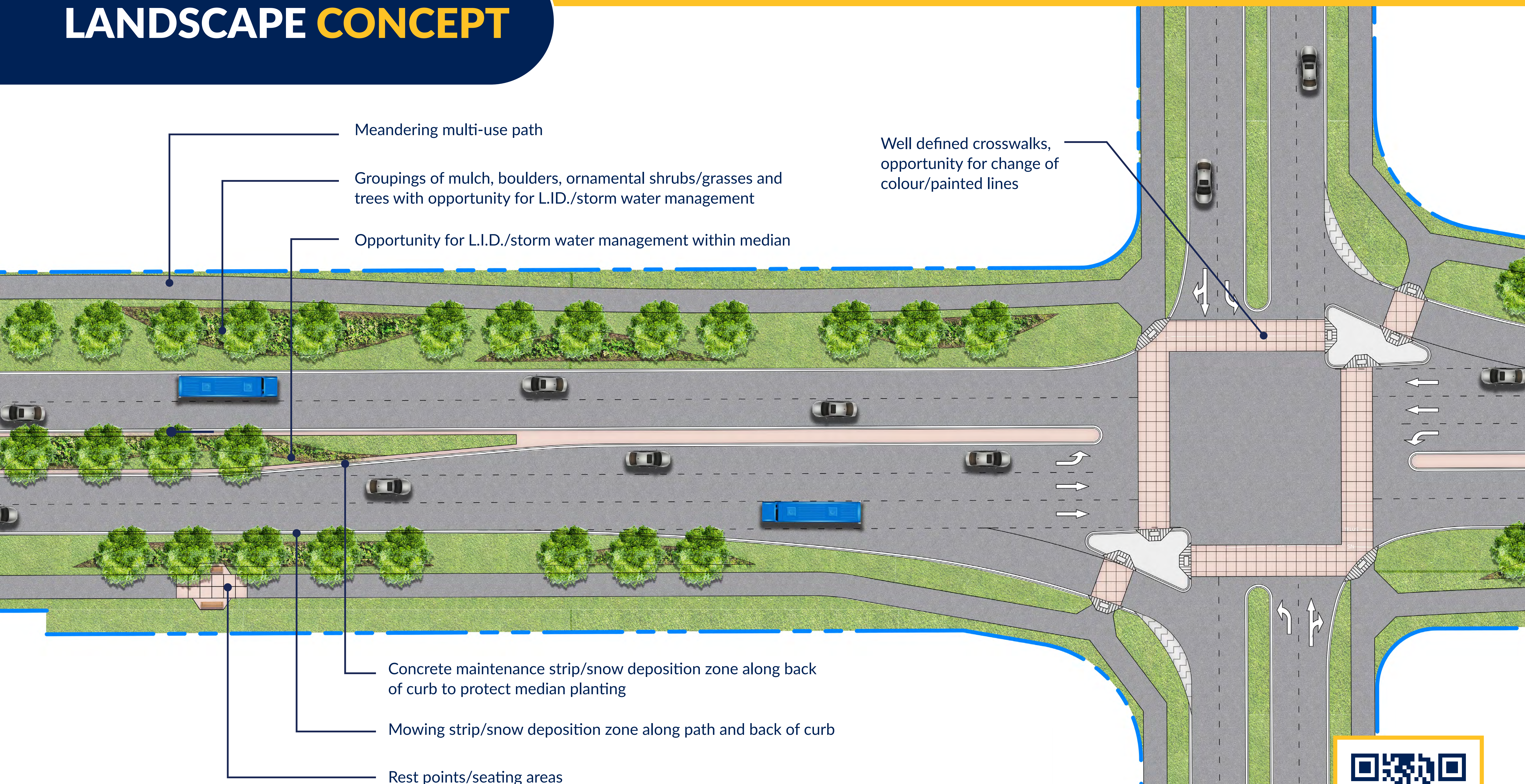
Sense of Place



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LANDSCAPE CONCEPT



Meandering multi-use path

Groupings of mulch, boulders, ornamental shrubs/grasses and trees with opportunity for L.I.D./storm water management

Opportunity for L.I.D./storm water management within median

Well defined crosswalks, opportunity for change of colour/painted lines

Concrete maintenance strip/snow deposition zone along back of curb to protect median planting

Mowing strip/snow deposition zone along path and back of curb

Rest points/seating areas

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LANDSCAPE CONCEPT

Drivers View Along 338 Avenue

Future Build Out

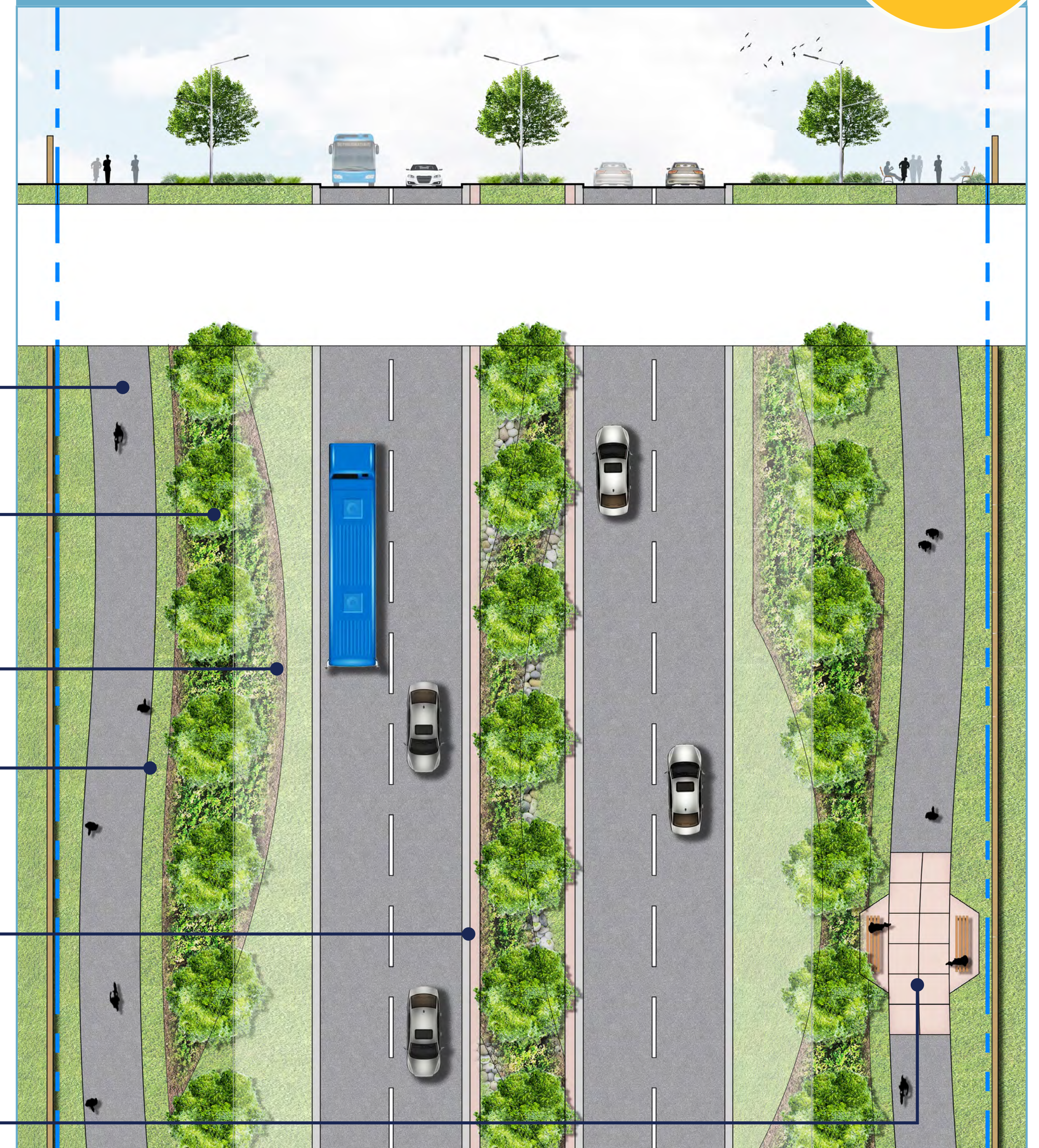
- 4 Lanes of traffic for this segment to accommodate full build out of lands adjacent to 338 Avenue.
- The corridor will be space proofed for 6 lanes which may be required by 2060 based on background traffic growth expectations in the more distant future.

Eastbound



Northridge Drive to 48 Street

Segment 1



Gently meandering multi-use path

Enhanced planting along boulevard with opportunity for L.I.D./storm water management

Shaded area - Future lane addition

Mowing strip/snow deposition zone along path and back of curb

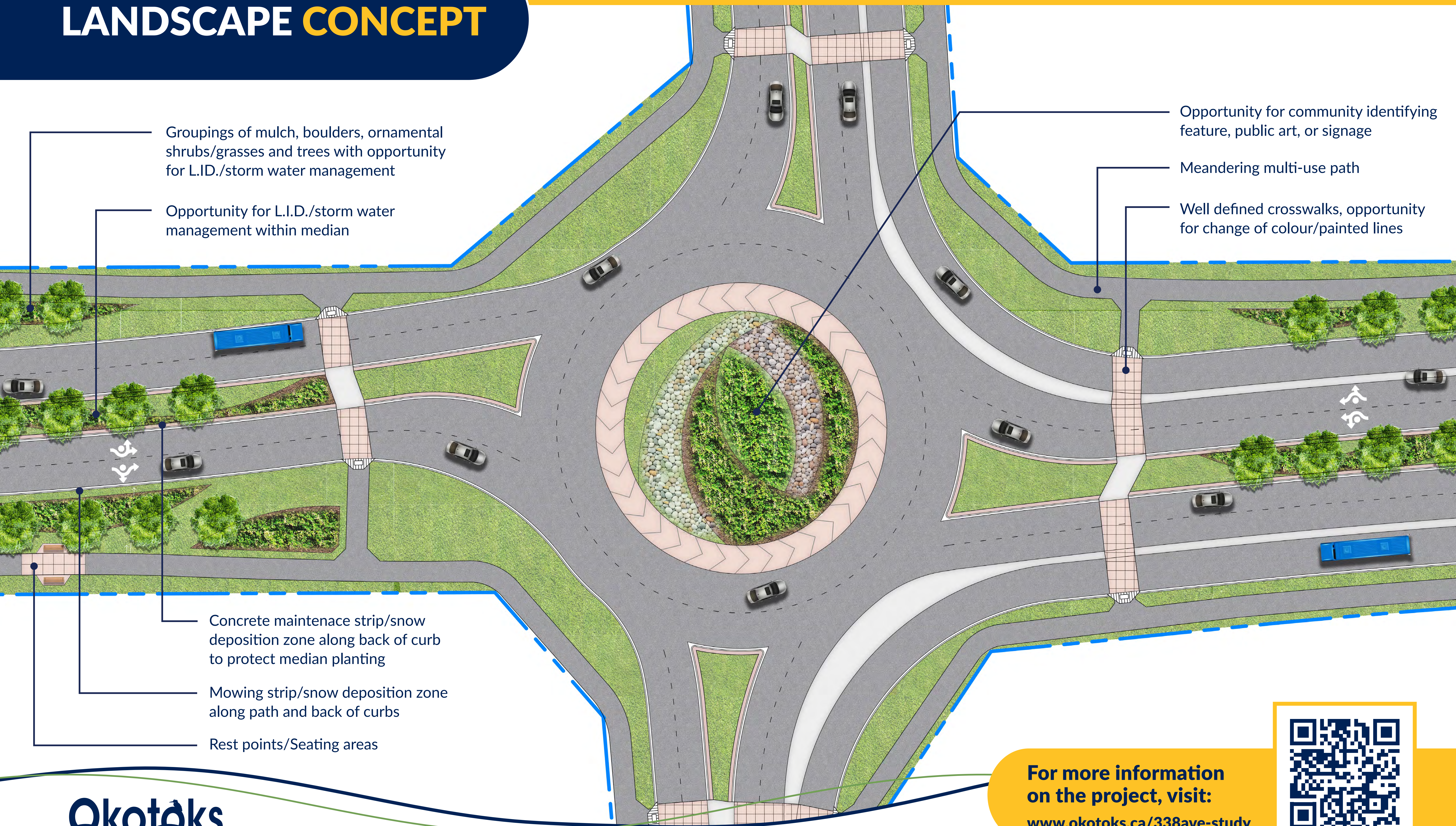
Concrete maintenance strip/snow deposition zone along back of curb to protect planting

Rest points/seating areas

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LANDSCAPE CONCEPT



Groupings of mulch, boulders, ornamental shrubs/grasses and trees with opportunity for L.I.D./storm water management

Opportunity for L.I.D./storm water management within median

Opportunity for community identifying feature, public art, or signage

Meandering multi-use path

Well defined crosswalks, opportunity for change of colour/painted lines

Concrete maintenance strip/snow deposition zone along back of curb to protect median planting

Mowing strip/snow deposition zone along path and back of curbs

Rest points/Seating areas



LANDSCAPE CONCEPT

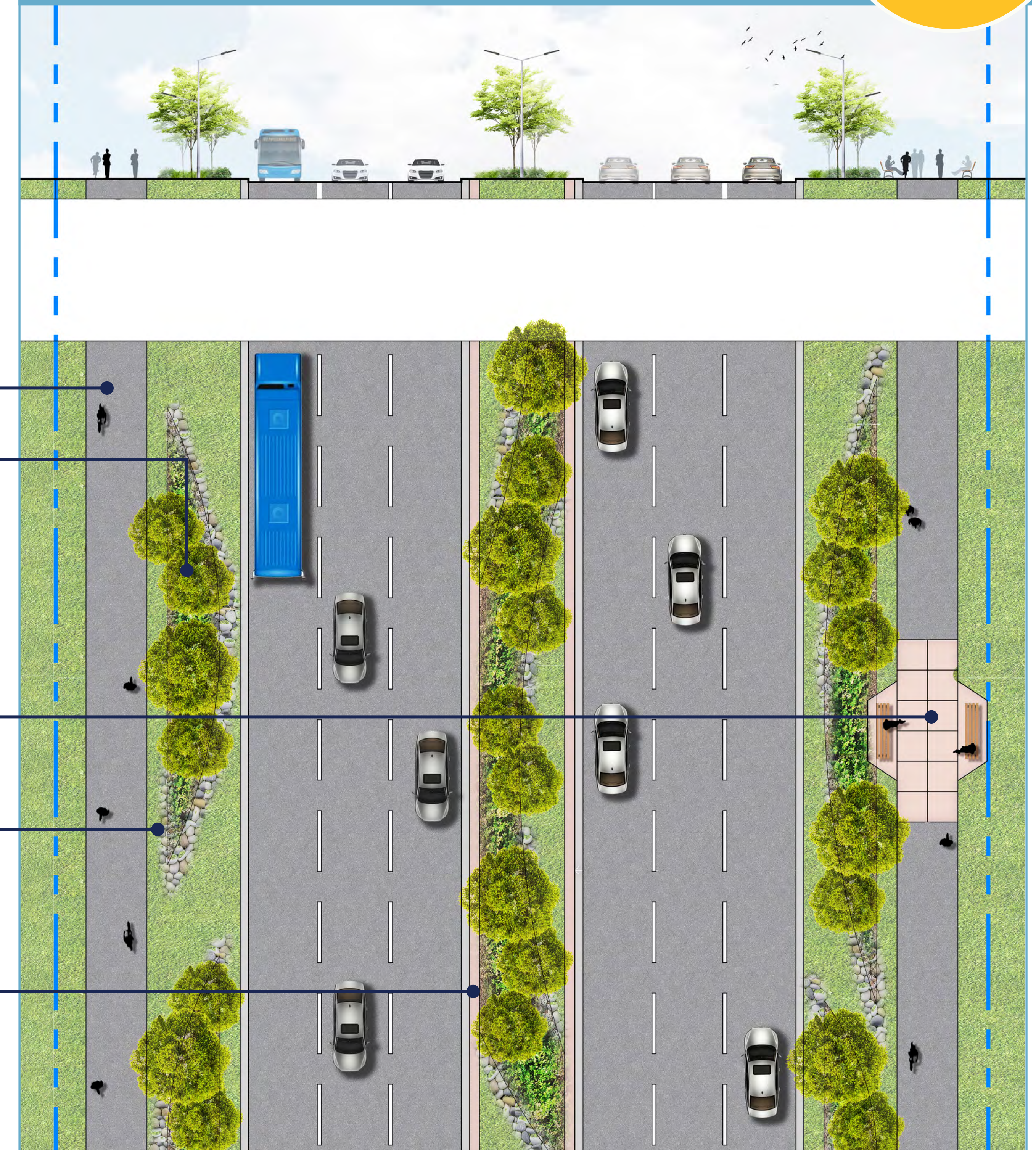
Pedestrian View Along Multi-Use Path

- 6 lanes of traffic required for this segment to accommodate full build out of lands adjacent to 338 Avenue including traffic from the 338 Avenue/Highway 2 interchange.



48 Street to Highway 2

Segment 2



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QUESTIONS AND ANSWERS

How will this impact my land and access?

Every landowner will be impacted differently. At ultimate build-out, the intent will be for all existing and future developments to be routed internally to connect to 338 Avenue via the 12 major road connections, in accordance with the current concept design.

What is the timeframe for the construction/completion of 338 Avenue?

This will be triggered by the progress of adjacent developments.

How is the build-out of the road going to be phased out?

At ultimate build-out, there will be 4 lanes between Northridge Drive and 48 Street; and 6 lanes between 48 Street and Highway 2; with the possibility of expansion to 6 lanes between Northridge Drive and 48 Street in the more distant future, if required.

What is the timeframe for the construction/completion of the Highway 2/338 Avenue Interchange?

The interchange is expected to be constructed by 2045. Refer to the Functional Plan completed by Alberta Transportation.



Thank you for attending our Open House!



Place your comments here:



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