

# What We Heard Report

338 Avenue Functional Study & Concept Design



TOWN OF OKOTOKS  
MARCH 2024



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338 Ave Rendering | Okotoks

# 1. Background

**The Town of Okotoks is conducting a Functional Study & Detailed Concept Design for 338 Avenue from Northridge Drive to Highway 2.**

**This report summarizes engagement that was held with developers and the public to support this project.**

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 along 338 Avenue at this time. However, this is expected to change with future development along the road.

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.



# 2. Community Engagement

## The purpose of incorporating engagement into the 338 Avenue Functional Study and Design Concept is to:

- Inform interested parties about the project (in this case, affected area landowners, developers and the public);
- Inform, refine, and validate the vision for the 338 Avenue corridor;
- Obtain feedback on the conceptual design put forward at the open house and on the project website, and;
- Obtain support for the conceptual design.

These interested parties were chosen for engagement at the outset of the project because they may be affected by, or may perceive themselves to be affected by, the outcome of this project. The involvement of each group, based on the IAP2 engagement spectrum, can be described as follows:

- Public participation took place at the CONSULT level.
- Adjacent landowner engagement took place at the CONSULT level.
- Developer engagement took place at the INVOLVE level.

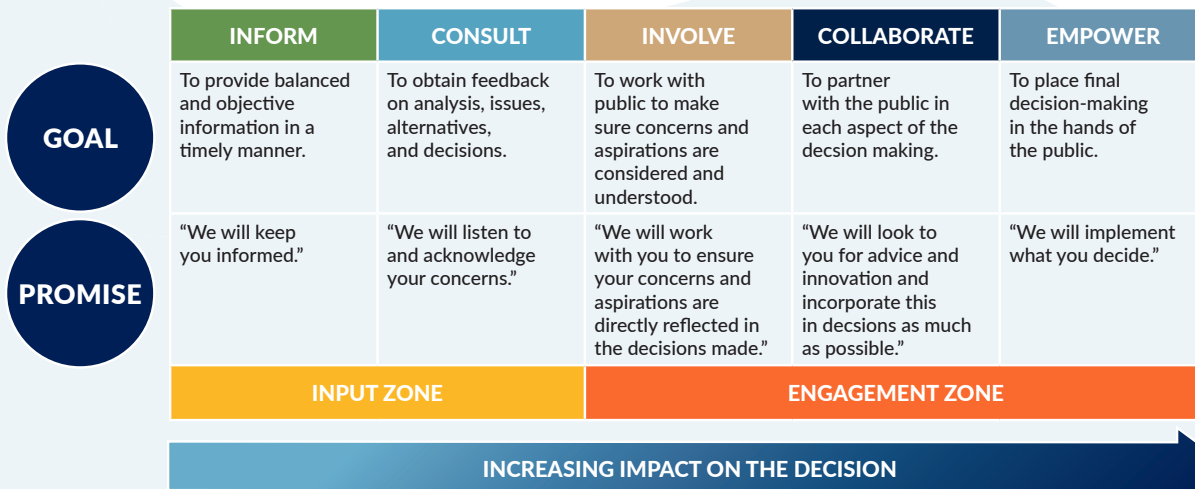
The sessions with surrounding developers, landowners and the public were held on the following dates:

Stakeholder	Date	Attendees
Anthem Properties	April 20, 2023	7
Lamont Land LP	May 2, 2023	11
Public Open House	November 21, 2023	50

## Open House Logistics

The public open house was held on November 21, 2023, at the Foothills Centennial Centre (#4 204 Community Way) in the Mesken Room from 6:30pm-8:30pm.

The open house was advertised in the Western Wheel for two weeks leading up to the event and event details were posted on the project webpage and on Town social media channels. Letters with project details and event logistics were also mailed directly to adjacent landowners and businesses.





Public Open House Event | Okotoks

## 3. Themes

### What we heard from participants:

#### Developer Engagement

- There was general acceptance for the proposed vision for the 338 Avenue corridor.
- There was concern with the number of proposed intersections. Most felt that there were too many intersections which could lead to safety and congestion issues.
- A major topic of coordination conversation was on the right-of-way width transition between the developer lands.
- Additional right-in-right-out access points were requested.
- There was a general acceptance of the proposed roundabouts.
- There was a common understanding on the need for the plan to be future-proofed.
- Some developers suggested the need for flexibility in the development adjacent to the road right-of-way since the right-of-way is so large. (e.g. potential for smaller setbacks).

#### Public Open House and Landowner Engagement

- There were suggestions to reduce the number of intersections along the corridor.
- There were concerns for the adjacent existing uses and how they will continue to function in the interim as the road is constructed.
- Emphasis was placed on the importance of designing a safe corridor.
- There were concerns with the long construction timeline.

# 4. Findings

## 4.1 Phase 1: Developer Engagement

Date: April 20, 2023

Location: Town of Okotoks Municipal Centre (5, Elizabeth Street, Okotoks)

Attendees:

- 2 Representatives from Anthem
- 5 Representatives from the Town of Okotoks
- 1 Representative from Arcadis

### 4.1.1 Session 1 Developer: Anthem Properties

#### Summary

A presentation was delivered by Arcadis outlining the vision and intended look and feel of the project. Arcadis also presented a high-level overview of the technical requirements from a transportation, traffic, road right-of-way, stormwater, landscape architecture, utilities, and pedestrian connectivity perspective for the entire corridor (i.e. between Northridge Drive and Highway 2).

A detailed discussion followed regarding the road design parameters and intersection configuration and spacing for the segment along the Wedderburn Area Structure Plan (ASP). The developer questioned the need for four intersections and recommended three intersections instead based on the updated Traffic Impact Assessment (TIA) that was provided. The updated TIA consisted of lower traffic volumes; however, based on the overall traffic model for the corridor, the road had a higher level of service with four and five intersections versus three intersections. Therefore, from a performance and cost perspective, the Town's decision was to move forward with four intersections between Northridge Drive and 32 Street.

The right-of-way was also discussed. To ensure that the vision of the 338 Avenue corridor was maintained, it was communicated that a 46-m right-of-way will be required. However, given that Anthem has advanced their ASP based on a 40-m right-of-way, it was agreed that the first half of the segment between Northridge Drive and 32 Street will be 43-m right-of-way (i.e., 23 m to the north and 20 m to the south, as measured from the centreline of the current right-of-way).

Right-in-right-outs (RIROs) were requested along the corridor by the developer, namely locations west of 32 Street. Individual RIROs will be reviewed and approved as part of the ASP TIA.

A technical memorandum was issued to Anthem outlining the policy requirements and a traffic summary confirming the required intersection spacing, configurations, and active transportation corridors. Further coordination with Anthem's traffic consultant took place over the following months which included sharing of the overall combined traffic volumes and intersection spacing details to allow them to advance with their ASP and engineering design.

Date: May 2, 2023

Location: Town of Okotoks Operations Centre (100 – 1118 N Railway Street, Okotoks)

Attendees:

- 2 Representatives from Lamont
- 1 Representative from Watt
- 1 Representative from BAS Studios
- 7 Representatives from the Town of Okotoks
- 2 Representatives from Arcadis

## 4.1.2 Session 2

### Developer: Lamont Land LP

#### Summary

A presentation was delivered by Arcadis outlining the overall vision and look and feel of the project. Arcadis also presented a high-level overview of the technical requirements from a transportation, traffic, road right-of-way, stormwater, landscape architecture, utilities, and pedestrian connectivity perspective for the entire corridor (i.e. between Northridge Drive and Highway 2).

A detailed discussion followed regarding the road design parameters and intersection configuration and spacing for the segment along the Trilogy Plains Area Structure Plan (ASP). The developer and their consultants were in alignment with the vision of the 338 Avenue corridor including the intersection configurations and spacing. The implementation of roundabouts at the major intersections of 48 Street and 32 Street were acceptable to the developer and their consultants. The far future requirement of six lanes was questioned by the developer and their consultants but they ultimately understood that it was to be space-proofed and built if required. Based on the background growth analysis, six lanes will be needed by 2060.

The right-of-way was also discussed. To ensure that the vision of the 338 Avenue corridor was maintained, it was communicated that a 46-m right-of-way will be required. The developer questioned the need for 46-m right-of-way since six lanes would not be required until 2060. The intent is to space-proof the right-of-way for potential future expansion of the road.

RIROs were also requested along the corridor by this developer. Individual RIRO's will be reviewed and approved as part of the ASP TIA.

#### A few items that were noted during the discussions and follow-up correspondence include:

- The conceptual CAD linework was provided to Lamont's consulting team for design coordination.
- Request for community entrance features to be within the road right-of-way given the relatively large right-of-way.
- Request for flexibility from the Town on commercial dedication requirement given the large amount of land required for the 32 Street roundabout.
- Recommendations to reduce the right-of-way to 36m-40m. Suggestions to reduce this right-of-way width include reducing the boulevard widths and/or reducing the lane widths. However, communication to the developer include the intent to space-proof for future expansion of the road.





## 4.2 Phase 2: Public Feedback

### 4.2.1 Open House

This section provides a summary of what was heard during the public open house. Approximately 50 people attended the open house.

There were three opportunities for attendees to provide their input. The first was through a graffiti board. Attendees could write their comments on sticky notes and place them on the graffiti board. The second was by providing comments on sticky notes that were placed on a large-scale map of the corridor, which depicted the proposed conceptual design. The third opportunity for feedback was through verbal questions and answers and conversations with the project team. Furthermore, an engagement website was hosted on the Okotoks “Have Your Say” platform, which allowed people to provide comments directly to the project team through the “contact us” tab.

#### Summary of Open House Graffiti Board

- Some attendees were concerned at the long construction timeline (2045).
- There were multiple comments that there were too many intersections along the corridor, particularly lights. These lights should be removed, or at least coordinated.
- Many people asked for more consultation with the residents and businesses, both on the corridor concept and on potential road closures.
- One attendee commented that 338 Avenue would make a great ring road.
- There were a few questions about the future Highway 2 overpass regarding its timing and lack of consultation.
- Lack of concern for access to existing residential and agricultural lands.

## Verbal Comments / Feedback

- Some liked the roundabouts, but some did not.
- Comment that the future interchange at Highway 2 is too far away based on recent accidents and lack of safety there (not within the scope of this project).
- General interest in the safety analysis (e.g. collision/fatality modeling).
- Interim access for adjacent landowners and phasing/sequencing of the project was a major topic of conversation.
- A couple people were asking about the opportunity for providing right-in-right-out driveways/access between the major intersections (mainly the adjacent landowners/developers).
- A few people were asking about the interim closure along the median at the current Highway 2/338 Avenue intersection including the other medians at the 370 Avenue and 306 Avenue intersections.

## Questions

- What is the phasing plan?
- What is the plan for the Highway 2 interchange?
- Will signals allow a free flow of traffic through corridor?

- Why zig zag the cross walks over the road?
- Why is there a combination of roundabouts and intersections rather than them being consistent? They should all be one or the other.
- Multiple questions on timelines especially the Highway 2 interchange.
- Questions on whether 4 lanes are really required going into the communities.
- Questions from farmers on whether the road accommodates farm vehicles. At ultimate build-out, the expectation is that farm vehicles will no longer need to utilize 338 Avenue.

## 4.2.2 Website Comments

The Town of Okotoks posted the open house boards and project information on its [website](#) along with a form allowing people to submit questions. A link to this page was available at the open house and on the invitations that were sent out. However, no questions were received through the website.

## 4.2.3 Public Feedback Summary

In summary, the majority of attendees were there to learn about the project and ask questions. Comments were generally positive, and most questions or concerns were centered around the timeline and combination of roundabouts and signaled intersections.



For more information  
on the project, visit:  
[www.okotoks.ca/338ave-study](http://www.okotoks.ca/338ave-study)



## 5. Project Timeline & Next Steps

Engagement with both the developers and the public informed the conceptual design which will feed into the detailed design and construction drawings.

The road corridor is expected to be fully constructed by 2045.

