

# Downtown's Next Chapter ENGAGEMENT

NOVEMBER 2024



## WHAT WE LEARNED REPORT



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# Engagement At a Glance

## Purpose

The Town of Okotoks is dedicated to enhancing and enriching our downtown for the benefit of everyone in our community. To do so, we are undertaking significant planning (Our Downtown Plan), infrastructure and streetscape improvement (Main Street Enhancements) projects.

The Town hosted engagements on Downtown's Next Chapter in fall 2024, focusing on presenting updated information and gathering feedback on:

- Planning policies for the downtown area
- Design drawings for North Railway Street, including Triangle and Pisttoo Parks
- Street furniture and design options for Main Street
- Construction phasing and anticipated timelines



## HOW WE ENGAGED

### ENGAGEMENTS



Public open house with a morning and evening session to accommodate the varying schedules of community members and businesses



Online engagement with all project information available for consumption and comment for two weeks

### ENGAGEMENT DATES



November 13 - 26, 2024

## ENGAGEMENT SUMMARY

72

Open House attendees

21

Online discussion participants

1

Letter sent to the Town

205

Views of two project YouTube videos

619

Community members who visited the project website

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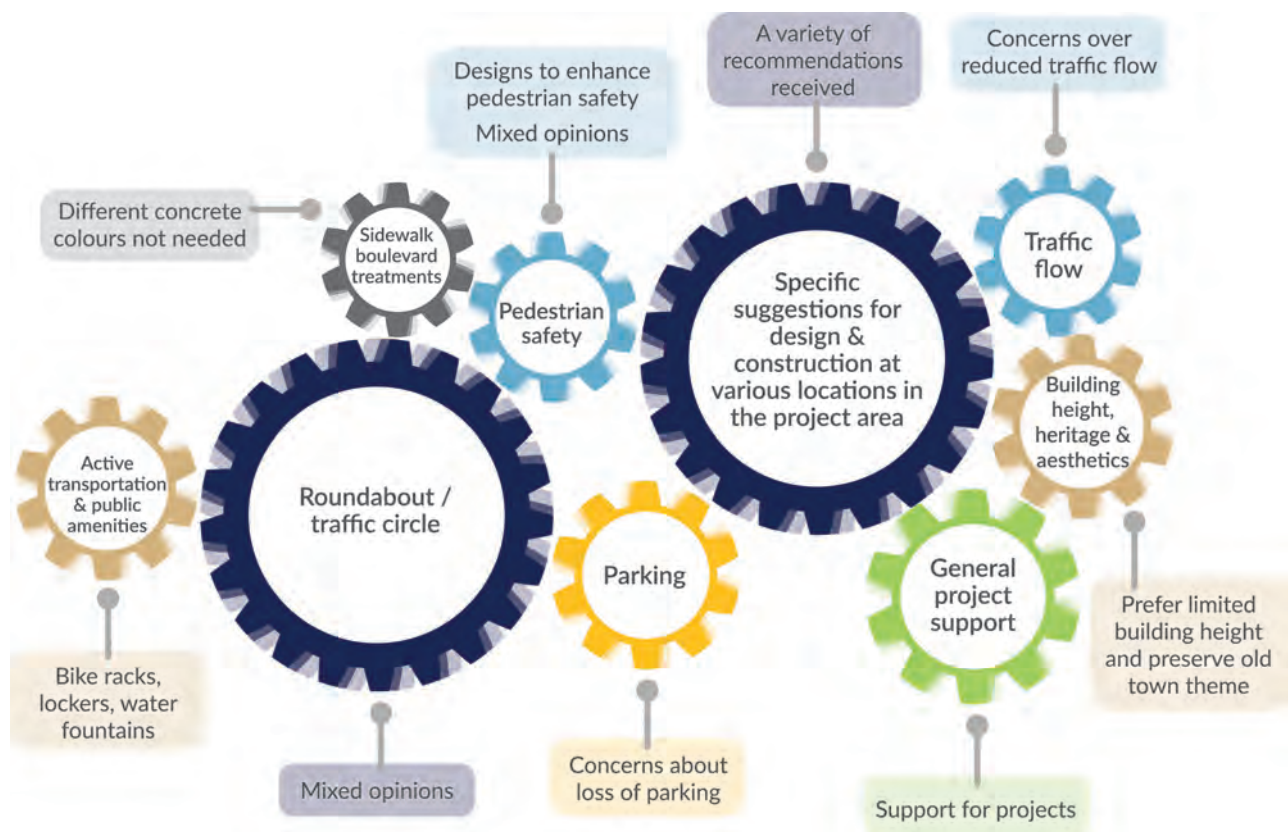
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# Key Engagement Insights

## Main Themes:

Downtown's Next Chapter engagement feedback was varied, with most comments centered on specific design recommendations. The comments have been grouped into main themes, each represented by an icon. The icon size reflects the frequency of the feedback, with larger icons indicating more commonly mentioned comments.



## Design Preference:

While there was no objectively clear design preference from the community, Options 1 and 2 were the most preferred for colours and styles.





# Project Background

**The Town of Okotoks is dedicated to improving and enriching our downtown to benefit everyone in our community.**

The Downtown's Next Chapter is a part of the Town's long-term vision and strategy to improve the downtown and support development now and into the future. Elevating the downtown into a thriving gathering space will:

- Support businesses
- Foster community pride
- Promote economic growth
- Improve safety and accessibility for years to come

Over the next several years, the Town will undertake significant planning and construction efforts to shape the downtown's future. These efforts include:

- Main Street enhancements – efforts will be focused on North Railway Street with designs for Elizabeth Street and McRae Street
- Updated downtown policy plan (Our Plan for Downtown)



This report builds on insights from past community conversations. Additional information on past engagements and the key insights can be found at:

- [Main Street What We Heard Report \(2021\) - engagement held on the Main Street construction aspects of the work only](#)
- [Downtown's Next Chapter What We Learned Report \(Summer 2024\)](#)

## PROJECT TIMELINE



# Policy Context

The Downtown's Next Chapter projects align with the direction in the Municipal Development Plan, Land Use Bylaw, Strategic Plan, Economic Development Strategy, Downtown Urban Design Master Plan, Active Transportation Strategy, Environmental Master Plan, Climate Action Plan and Culture, Heritage & Arts Master Plan.

The vision, mission and guiding principles in the Community Sustainability Plan and the Strategic Directions outlined in the 2018 - 2021 and 2022 - 2025 Strategic Plan support the Town's undertaking of the Okotoks Downtown's Next Chapter.



## PRINCIPLES OF ENGAGEMENT

The Town of Okotoks is committed to the following guiding principles every time we engage with the public. These are the foundations of our practice.



### ACCOUNTABLE

We uphold commitments made to the public. We evaluate our processes and outcomes in order to learn from our experiences, track our progress, and improve over time.



### EQUITABLE

Diverse opportunities are provided so that perspectives and ideas from all interested parties are considered.



### TRANSPARENT

Clear, timely and complete information is provided to share processes and decisions.



### RELATIONAL

We value the people we are engaging with and put them in the center of our processes, building relationships, understanding and trust.

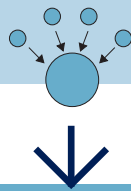


# Community Engagement

## Level of Public Participation

We build community engagement plans using the IAP2 spectrum below to assist in guiding the level of participation (i.e. engagement) that best fits the project's needs.

This project falls within the **CONSULT** level.



	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
<b>GOAL</b>	To provide balanced and objective information to assist the public in understanding the problem, alternatives, opportunities and/or solutions.	To obtain feedback on analysis, issues, alternatives and decisions.	To work with public to make sure concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
<b>PROMISE</b>	"We will keep you informed."	"We will keep you informed, listen to and acknowledge your concerns and aspirations, and provide feedback on how public input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision."	"We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

## ENGAGEMENT BY THE NUMBERS



**72**

Open House attendees



**21**

Online discussion participants



**1**

Letter sent to the Town



**619**

Community members who visited the project website



**205**

Views of two project YouTube videos



**63**

Project \*followers; 11 new since the previous engagement.

\*Followers means people who have signed up to receive updates on a specific project.



# Engagement Activities

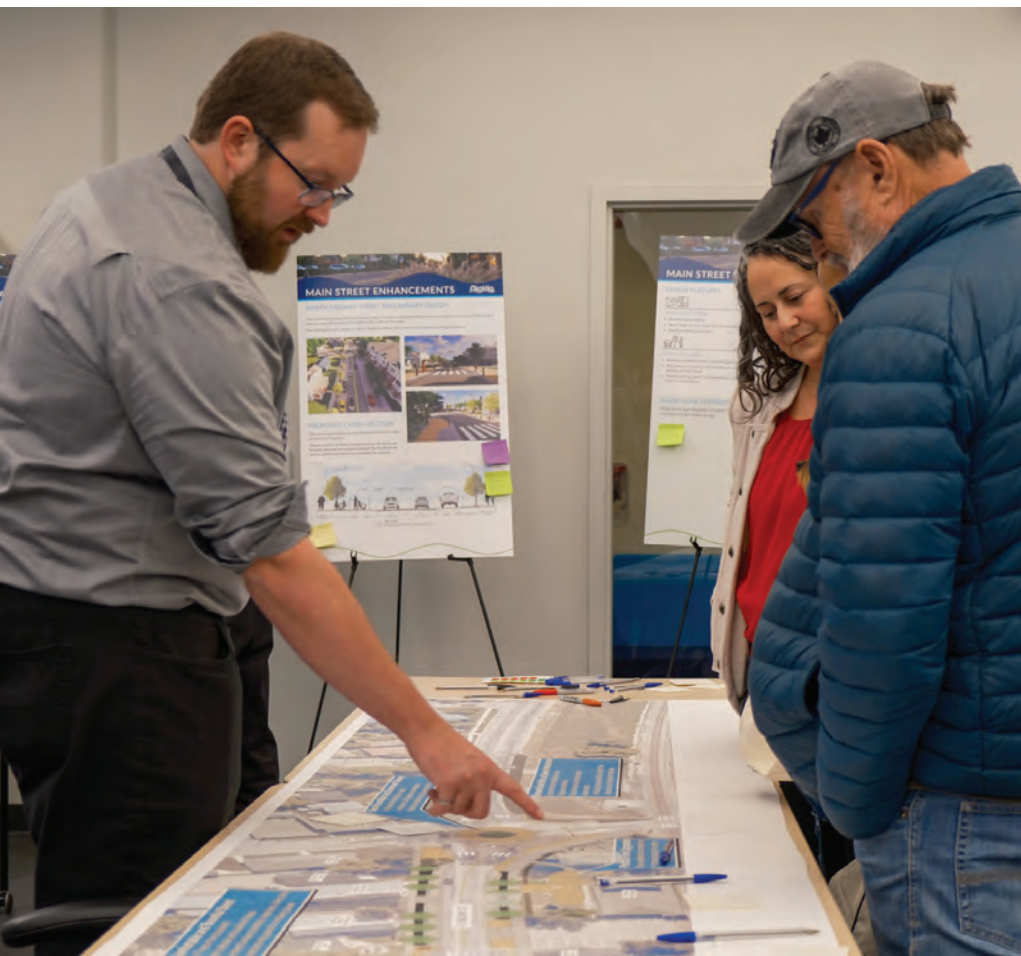
The Town offered two main engagements:

## In-person Open House

A widely advertised opportunity for community members to learn about the project, engage in direct discussions with project staff and provide feedback on the Main Street enhancements and Our Plan for Downtown.

## Online Engagement

Community members could comment on the project information available through the Town's engagement website. Two recorded presentations were also available for community members to watch for insights on the project highlights for both Our Plan for Downtown and Main Street Enhancements separately.



## 2024 ENGAGEMENT TIMELINE

MAY 15 TO JUL 30

Downtown's Next Chapter Engagement Part 1

OCT 04

What We Learned Report Released

OCT 10 TO NOV 26

Engagement - Part 2 Advertising

NOV 13 Bow Valley College Okotoks campus  
8:30 - 10:30 a.m.  
4:30 - 7:30 p.m.

Open House Event - Part 2

NOV 13 TO NOV 26

Online Engagement - Part 2



# Engagement Advertising

To ensure that as many people as possible could provide their input, we advertised engagement opportunities through the following means:

## Social Media Posts (online)



**15** posts on Town and Economic Development social media channels between October 21- November 26

**32,680 TOTAL REACH** on all platforms

## Newsletters



**819** Business Beat Newsletter subscribers  
**467** Citizen Panel Newsletter subscribers  
**2** School Districts

## Letters



**223** letters to directly impacted parties

## Postcards



**1,877** mailed

## Signage



1. LED Digital signboards (32nd Street & Southridge Drive) – information up from November 4-26
2. Signage downtown and in Town facilities from November 4-26: 34 McRae Street. (Okotoks letters in downtown Okotoks), Municipal Centre, Recreation Centre, Library, Eco Centre, Bow Valley College

## Media (Newspapers & Radio)



**32** radio ads over 10 days

**1** online article



**5** Western Wheel ads

**1** Western Wheel article

## Utility Bill Inserts



**3,551** mailed

**7,833** emailed

## Radio Interview



**1** recorded interview

# Engagement Reporting

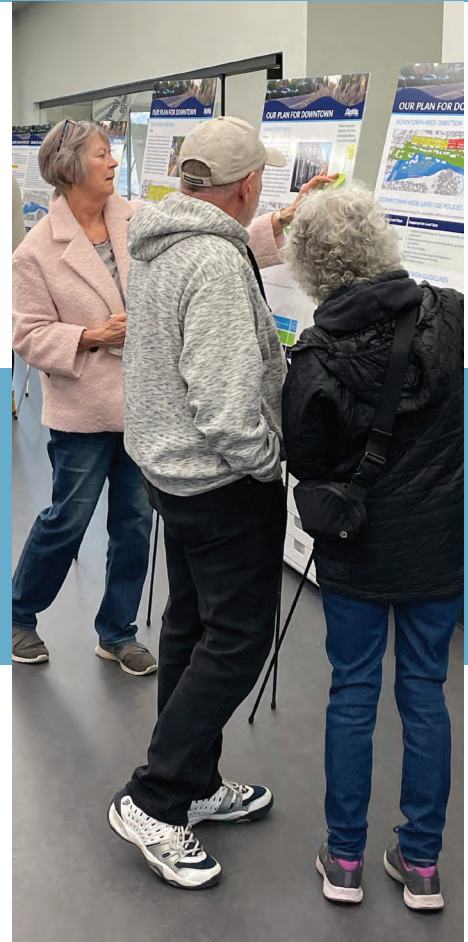
## The What We Learned Report is a key part of the engagement process.

It transparently collects and summarizes the community's feedback on Downtown's Next Chapter. It highlights key themes, including areas of support, concerns and suggestions from community members. Project staff will consider this information in the decision-making process.

## What We Asked

### We presented draft policy ideas and the Main Street design for community feedback. The main requests for feedback were:

1. Please share your feedback/thoughts.
2. Are there any opportunities or issues that we missed?
3. For the Main Street aesthetics, we were specifically looking to better understand the community's preferences for design styles and the appearance of the new streetscape. We asked for comments on the design options and for people to identify any elements (such as benches and bike racks) that they liked or disliked.



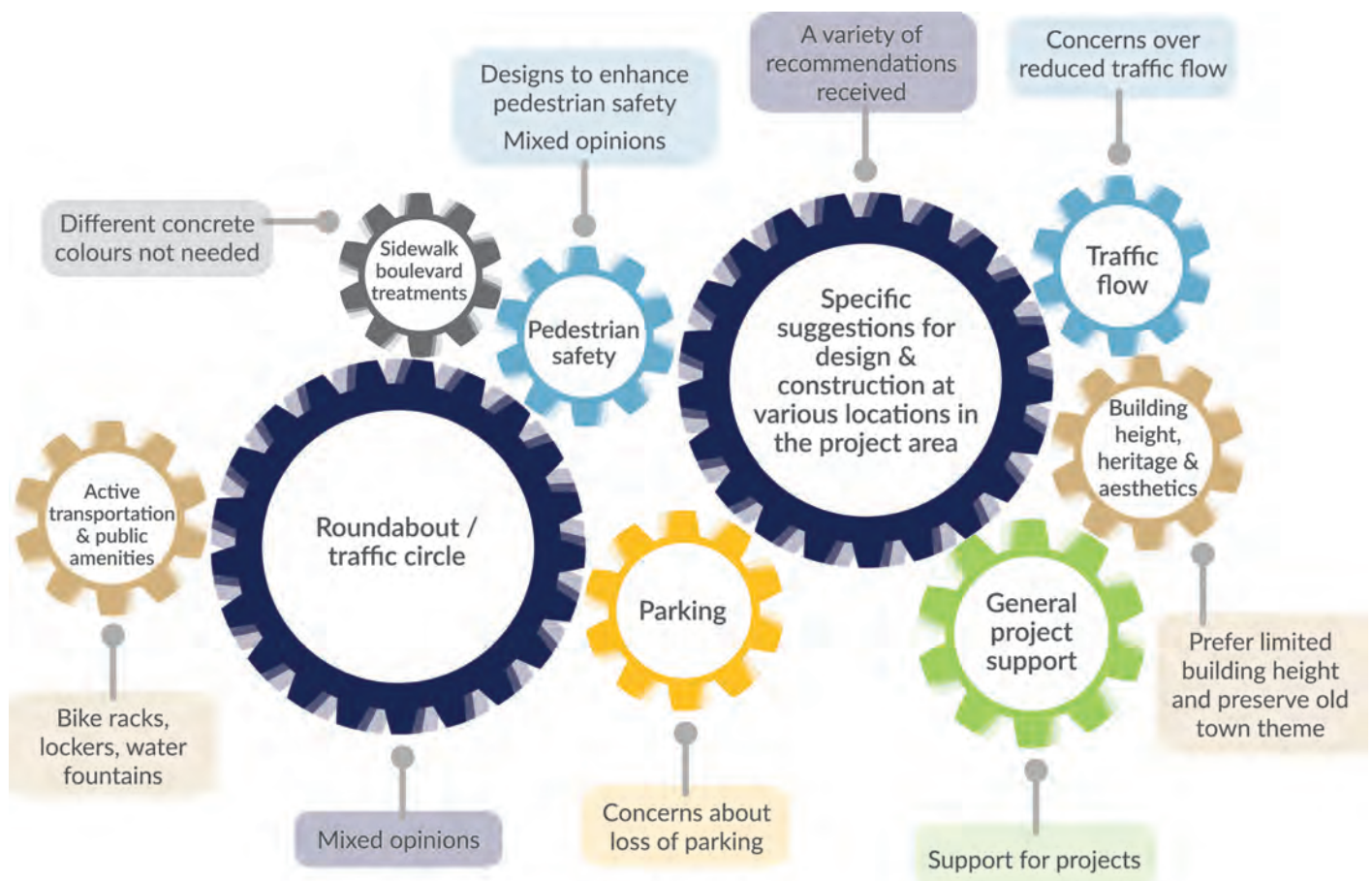


# What We Learned - Key Insights

The summary of feedback includes all in-person and online engagements. It captures the main points, ideas and concerns shared by the community, providing a comprehensive picture of community input on the Downtown's Next Chapter project.

## Main Themes

Downtown's Next Chapter engagement feedback was varied, with most comments centered on specific design recommendations. The comments have been grouped into main themes, each represented by an icon. The icon size reflects the frequency of the feedback, with larger icons indicating more commonly mentioned comments.



*Additional details for each theme are presented on pages 13 - 15, including sample quotes.*



# Street Design and Furnishing Preference

While there was no objectively clear design preference from the community, Options 1 and 2 were the most preferred for colours and styles.

Additional design considerations suggested by the community include:

- Avoid slotted bench seats
- Use benches with backs on them
- Prefer a mix of seating – some with tables for meals, some for one-on-one chats
- Strong support for the lighting fixtures

1



2



# What We Learned - Key Insights


## Key Insights - In Detail

The following main themes are listed in priority order starting with the most frequently stated.

THEMES	DETAILS	EXAMPLE VERBATIM QUOTES
Specific suggestions for design and construction at various locations in the project area	A variety of suggestions were received	<p>"Regarding the proposed traffic circle at N Railway &amp; Lineham, I have some reservations about its placement. While I understand its intention to mark the "transition" to downtown, I believe this location might not be ideal. The proximity to the train crossing and the overall flow of traffic make it less effective. Was Crystal Ridge Drive and N Railway considered instead?"</p> <p>"Request to [temporarily] close N Railway on the East of Alberta [during Phase 1 of construction in 2025]. Keep parking lot [at Museum] open for phase 1."</p> <p>"Consider red/white cross walks to Legion"</p> <p>"Paint + sign pedestrian crossings (temp) on roads used for detours during construction. Consider how increased volumes on detour roads affects safety + parking."</p> <p>"Crosswalk possible? + upvote*"</p> <p><i>*An upvote is an indication of support for the preceding statement. It can take the form of a positive emoticon 👍 or a word (i.e., yes)</i></p>
Roundabout / traffic circle	15 comments in favour, 9 comments concerned	<p>"Traffic circles make sense! Traffic flow is better."</p> <p>"Not a fan of a RAB [roundabout]."</p>
General project support	Support for the projects	<p><b>Our Plan for Downtown:</b></p> <p>"Yaass!!! Take advantage of passive solar gain. Green roofs + roof gardens. As a green town, lead the way!"</p> <p>"Excellent idea to add some density. Allows easy access for small business to obtain labour from people who live close by."</p> <p><b>Main Street Enhancements:</b></p> <p>"I think improving options for biking walking or perhaps public transit downtown would help relieve congestion more than [making] more parking available. Current plan look good to me. + upvote*"</p> <p>"This is a great area to become more of a destination or even a getaway! Get more people to the museum and gallery."</p> <p><i>*An upvote is an indication of support for the preceding statement. It can take the form of a positive emoticon 👍 or a word (i.e., yes)</i></p>
Parking	Concern for loss of parking close to businesses	<p>"Parking beside the new library location should be multilevel parkade. With all the new great things being added, people need to park and there are not many options in Elma + Main St. to add."</p> <p>"Disagree [to the project information that parking is sufficient]. The parking needs will (already have) quickly surpass availability with influx of new residences, businesses and visitors."</p>



# What We Learned - Key Insights

THEMES	DETAILS	EXAMPLE VERBATIM QUOTES
Active transportation and public amenities	Support for bike racks, lockers, water fountains, public washroom	<p>"Maybe some bike lockers and designated bird scooter drop off zones? I am afraid to leave my bike unattended and tired of seeing scooters lying everywhere."</p> <p>"Outdoor washroom? Water fountains + upvote*"</p> <p><i>*An upvote is an indication of support for the preceding statement. It can take the form of a positive emoticon  or a word (i.e., yes)</i></p>
Building height, heritage and aesthetics	Preference for building height restrictions, preserving heritage and aesthetics	<p>"Keep height restriction. Keep all new buildings old town theme to blend with historic buildings in area."</p> <p>"Prefer we dont build so high that we lose the softening effect of seeing the big riverside trees above rooftops."</p> <p>"From Poplar to northridge dr. and below crescent Rd to the river preserve that area as old town look and theme including new buildings."</p>
Pedestrian safety	Support for designs that enhance pedestrian safety. Mix of opinions on how to accomplish safety	<p>"I appreciate the pedestrian-focused changes being proposed. Expanding walkability towards N Railway is essential for connecting to other parts of town, as highlighted, and I'm confident it will be well-utilized, given how popular our existing pathways are. - I know so many residents in town who love our pathways! Having been both a driver and pedestrian in town for some time, I can attest that the danger for pedestrians is very real. Unfortunately, I've had many experiences over the years while walking—whether for pleasure or commuting to and from work—where drivers were distracted, speeding, or failing to yield to pedestrians. Please consider these safety concerns carefully as the project progresses."</p> <p>"Adding sidewalks! Yes please! Increase safety and access. Thank, thank you."</p> <p>"Bulb outs are designed to slow traffic. If traffic is impeded - they are working as intended. Downtown should be a slow area to visit shops, not a highway. Pedestrian safety &amp; slow traffic is paramount. Add bulb outs!"</p> <p>"Traffic light with walk signals is safer for pedestrians than a roundabout. Drivers can see you better"</p> <p>"Please no bulbouts, we do need more parking &amp; as a walker the distances across w/o [without] are okay."</p>

# What We Learned - Key Insights

THEMES	DETAILS	EXAMPLE VERBATIM QUOTES
<b>Traffic flow</b>	<b>Concerns about reduced traffic flow related to the roundabout and/or intersection bulb-outs</b>	<p>"Lots of crossings for pedestrians already. Would more impede traffic flow?"</p> <p>"Why are we trying to slow down vehicles along a main thoroughfare where people need continuous traffic flow? There isn't another connector road through the downtown. People in vehicles are trying to get to daycare, coffee, work, library, vapeshop... they do not want more delays in their daily commute."</p> <p>"Don't agree with bulb outs. Makes it more costly for snow removal and impedes traffic flow."</p>
<b>Sidewalk / boulevard treatments</b>	<b>A few comments that different colours for the concrete are not needed</b>	<p>"Really don't like the coloured sidewalks, changes the aesthetic. Won't change pedestrian behaviour or road safety. Consistent colour preferred."</p> <p>"Bollards are unnecessary and ruin appearance. Ditto shaded concrete. Ugh!"</p>

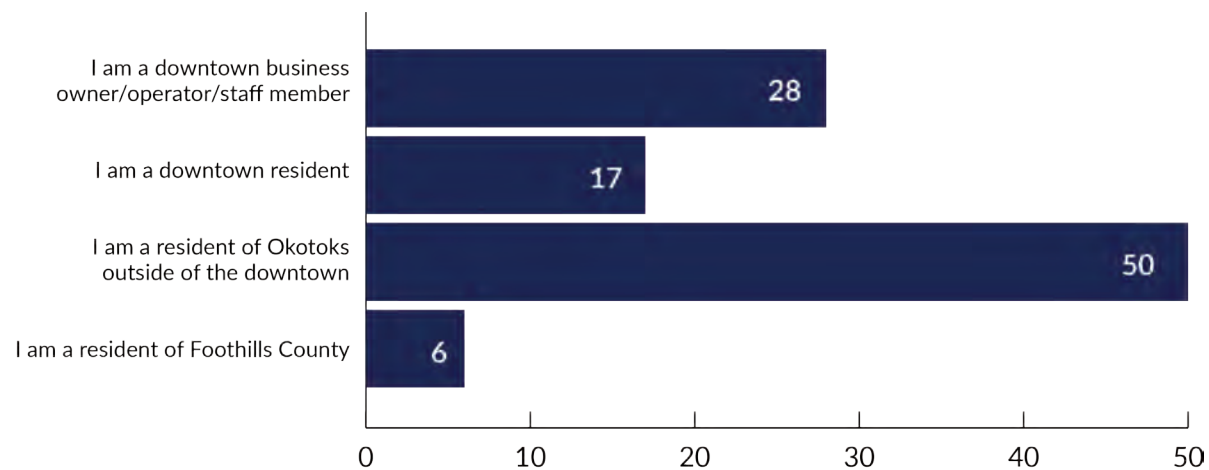
**As mentioned earlier in the report, the feedback did not reveal many common themes. Instead, we received a variety of unique comments, such as:**

- "Rename/clarify: Elizabeth/McRae/N Railway streets. As a visitor, the name change is confusing. As a resident, it is awkward to give directions to visitors."
- "Recommend checking in with the Town drivers: Parks, Transportation, Waste Services - they who travel through the downtown all day, all week, every week, in all weather conditions - either to complete work in the downtown or to get to another destination within Okotoks, for some additional insight. These people drive for a living and they know things..."
- "Need sidewalks on both sides of Elma."
- "Playground equipment is very expensive. Continue with the "green" vision. Challenge local businesses, residents, and/or students to design a playground with recycled/up-cycled material."
- "Consider vandalism proof."
- "How is snow going to be cleared with vehicles on the same level as the sidewalk? Road salt and dirt will spill everywhere."
- "The Sheep River has flooded in the past. Check current flooding in Spain... Will happen here!"

# Who We Engaged

## Open House

Please tell us your connection to the project.



*\*This totals to 101% because of rounding. Demographics were not included in the online engagement.*





# Next Steps

## The Town's next steps following engagement are:

- ① **Finalize the design**
  - Complete the design with consideration of community input and feedback.
- ② **Begin construction**
  - Engage the construction industry to request proposals with pricing.
  - Enter a contract with the best-overall contractor to provide construction services considering factors including price, qualifications and experience.
  - Commence construction in the spring, starting near the east end of the project on North Railway Street between Elm Place and Poplar Avenue.
  - Establish temporary water and sewer services for residents and businesses impacted by utility replacement work on North Railway Street.
- ③ **Construction communication**
  - Share regular project updates with the entire community including traffic detour routes and estimated construction timeline information.
  - Provide project liaison contact information to directly impacted residents and businesses for outreach and assistance during construction.
  - Continue to engage with directly impacted residents and businesses to share information about impacts, understand their needs and implement mitigation measures.



# Appendices

## Appendix A: Verbatim Responses

The following pages provide verbatim responses from the public open house and online engagement. This report replaces any names or identifying information in the responses with “xxxx”. All content is provided without any changes to the original comments made by participants.

An upvote is an indication of support for the preceding statement. It can take the form of a positive emoticon  or a word (i.e., yes)

### General Comments

The following verbatim responses were provided through the online survey.

Comment #	Project Information Presented	Comment
<b>Our Plan for Downtown</b>		
1	History and Timelines	Do you mean W of Poplar and E of N'Ridge?
2	History and Timelines	Rename/clarify: Elizabeth/McRae/N Railway streets. As a visitor, the name change is confusing. As a resident, it is awkward to give directions to visitors.
3	What We Learned, Vision, Principles	From Poplar to northridge dr. and below crescent Rd to the river preserve that area as old town look and theme including new buildings.
4	What We Learned, Vision, Principles	Fabulous!!!
5	What We Learned, Vision, Principles	Curious how you're going to change the business mix downtown? And timeline.
6	What We Learned, Vision, Principles	While all 5 guiding principles are fantastic, I think it is asking too much from the available space.
7	What We Learned, Vision, Principles	What's going to mature greenery downtown?
8	What We Learned, Vision, Principles	Setting the speed limit to 30km/hr would make walking and cycling in downtown a lot safer and more comfortable!
9	What We Learned, Vision, Principles	People are already doing 30km/hr and creating constant bottlenecks and delays!
10	What We Learned, Vision, Principles	Pedestrians need to use marked crosswalks and not 'leap' out from parked vehicles. In a perfect world, there would be a pedestrian overpass.
11	What We Learned, Vision, Principles	Recommend checking in with the Town drivers: Parks, Transportation, Waste Services - they who travel through the downtown all day, all week, every week, in all weather conditions - either to complete work in the downtown or to get another destination within Okotoks, for some additional insight. These people drive for a living and they know things...

Comment #	Project Information Presented	Comment
12	What We Learned, Vision, Principles	<p>There appears to be too many worthy goals for such a small condensed space. Suggestion - focus on 2 distinct and dedicated areas/purposes:1) divert commuter traffic from McRae to S Railway: widen S Railway to 2 well appointed lanes (1 each direction), add traffic circles at Veteran's Way/Elizabeth and Veteran's Way/S Railway to maximize continuous flow without pedestrian crosswalks, and eliminate parking along the curb parallel to walking/river path - this is the practical functional area designated for commercial traffic, uninterrupted commuter driving, and maintaining the required and constant connection to other areas of Okotoks.2) inspire, contain, and retain foot traffic along Elizabeth and within the Plaza: permanently close Elizabeth to vehicle traffic from Clark (T-stop at post office for mall access) to where McRae splits into N Railway - this is a foot-mall destination with the current Plaza as the centerpiece. Add all the thoughtful benches, shelters, playgrounds, bike racks, fountains, greenspaces, etc. already proposed for this project. Turn the field where the Okotoks sign is into mall parking (accessed by Clark via Elma). Add a designated bus stop for Okotoks transit and create a bylaw that delivery vehicles must access the foot-mall businesses from their respective alleyways. This area is about form - it is a safe place for day-dreaming, walking, resting, sitting, a base for shoppers and people who want to stay awhile, and for hosting events (while reducing pushback from drivers frustrated by road closures). It safeguards and celebrates history, small town charm, culture, and the arts. Thank you for the opportunity to be heard.</p>
13	What We Learned, Vision, Principles	<p>My primary concern is development of greenspace near the Sheep River. Leave this alone!! this is what makes the town desirable....there should be no special considerations of ANY development in these areas....leave the nature as natural.</p>
14	What We Learned, Vision, Principles	<p>A word of caution from someone who saw Kelowna's vibrant family-oriented downtown become a wasteland of pot shops, piercing places and tattoo parlours: Do not take your quality downtown businesses for granted. Everyone will suffer if they don't survive your attempts at revitalizing what's around them. Your new benches and fountains and plantings won't look good in front of FOR LEASE signs. You'll find yourself bottom feeding for business tax revenue and you will have lost the purity and backbone of this community's downtown. You need to protect "community" and recognize that local businesses have so much stacked against them. You have to be careful about who your leaders are. You need to know the biases of the people involved. What's their stake in the businesses that make up the downtown of Okotoks? Do they have good relationships with the business owners? Do they care about the success of those businesses? Are they doing their Christmas shopping downtown Okotoks or ordering from Amazon? The town of Okotoks must honour and support the success of these small downtown businesses through this construction mayhem. There should be an arm of this project or of these phases that is specifically dedicated to fortifying attendance at these businesses and minimizing disruption. There should be a shop-local campaign that is driven hard by the people organizing these projects and by the town of Okotoks. There should be coupons, events, and promotions. This can't be borne by those struggling businesses. You must see that. We all benefit from a thriving downtown. There should be highly promoted construction-free times when people are encouraged to come and shop. You need to recognize the priorities of this project and treat the businesses who will have their parking and their access impacted, with reverence and respect because if they don't make it, this entire thing is for naught. You will lose people who fulfil more than one stakeholder role and those are the people you can't afford to lose if you want to hold onto what makes this community special. And finally, to anyone reading this and scoffing, who feels it is the responsibility of businesses "to make do" and "figure it out" and that if people like their shops, they'll still come to their shops, etc., you don't know what you're talking about and you don't understand people.</p>



Comment #	Project Information Presented	Comment
14 cont.	What We Learned, Vision, Principles	<p>You don't understand human behaviour, shopping behaviours, community dynamics, or economics. Furthermore you don't understand the innumerable latent benefits of quality businesses clustered in a downtown core. As an aside, "driving" a foot traffic/shopping agenda in an Alberta town seems, as someone new to Alberta winters, a woefully absurd proposition dreamed up by someone who just looks good on paper. Businesses need ease of access to compete. People like to get parking spots that are right in front of where they're going. Have you seen Seinfeld? These businesses need the support of their community from the bottom up (customers) and the top down (community leaders). I have enjoyed living here for two months now. And I have enjoyed shopping in the downtown. And even if I pay more than I would online that money is not wasted. That money is going into something important. That's me, buying a stake in this beautiful community. Join me.</p>
15	What We Learned, Vision, Principles	<p>I appreciate the pedestrian-focused changes being proposed. Expanding walkability towards N Railway is essential for connecting to other parts of town, as highlighted, and I'm confident it will be well-utilized, given how popular our existing pathways are. - I know so many residents in town who love our pathways! Having been both a driver and pedestrian in town for some time, I can attest that the danger for pedestrians is very real. Unfortunately, I've had many experiences over the years while walking—whether for pleasure or commuting to and from work—where drivers were distracted, speeding, or failing to yield to pedestrians. Please consider these safety concerns carefully as the project progresses. Regarding the proposed traffic circle at N Railway &amp; Lineham, I have some reservations about its placement. While I understand its intention to mark the "transition" to downtown, I believe this location might not be ideal. The proximity to the train crossing and the overall flow of traffic make it less effective. Was Crystal Ridge Drive and N Railway considered instead? This intersection is significantly busier and might be better suited for a traffic circle. Positioning the traffic circle there could help slow eastbound traffic as it approaches downtown. Meanwhile, the N Railway and Lineham intersection would benefit from major traffic-calming measures, such as pinch points and raised crosswalks. I've personally experienced issues at this crosswalk, including standing in the middle of the road waiting to cross while only eastbound traffic stopped—westbound drivers either didn't see me or chose not to stop, likely because they were driving at 50 km/h. With the addition of new pathways and the exciting upgrades planned for Pisttoo Park (yay!), I feel strongly that a traffic circle at Crystal Ridge Drive would be more effective, and the N Railway &amp; Lineham intersection should focus on enhancing pedestrian safety through targeted measures. A couple random thoughts: Elma needs a sidewalk on both sides and/or needs to be one way. Also is there some incentive the town could offer to businesses to upgrade their 1970s facades? Really disappointed previous councils didn't think of implementing some architectural controls. ?</p>
16	What We Learned, Vision, Principles	<p>I love that the Council has considered our downtown's uniqueness and refrained from making any changes to keep the look untouched. My main concern is the traffic circle on Lineham Avenue. I live on Elm Place and any given day it is a challenge to make a left-hand turn off of Elm Place onto N. Railroad. A large vehicle is always parked on N. Railway, just before Elm Place, and it blocks your view when making a left-hand turn onto N. Railroad off of Elm Place. If a traffic circle is built, I believe the traffic on N. Railroad will be backed up past Elm Place most of the time, and more so if traffic is stopped for a train. I believe this is a huge safety concern and ask that the Council reconsider. There are senior villa's on Elm Place and I am scared for my neighbour who drive as well as for those who walk daily on N. Railroad. Gas fumes from vehicles is noticeable now, I can't imagine what it would be like having dozens of cars idling waiting for the train to pass. Thank you.</p>

Comment #	Project Information Presented	Comment
17	What We Learned, Vision, Principles	Creation of a central 'square' to host such things at the town Christmas tree, which I think is planned for outside the municipal centre? I think it's outgrown its current location. Nothing wrong with having multiple focus areas as long as they connect thoughtfully. Consider changes to zoning. Too many business hours places like childcare. Encourage restaurants and bars to increase night time economy. Better lighting as I feel it appears dark at night. Have a time restriction on construction as one building has essentially been a hole in the ground for 2 years. Maybe make it a one way system with return access at rear between railway. this would afford wider sidewalks for accommodating cafes etc. Making one way could mean the relocation of the trees from central divide and creating proper tree lined boulevard. The whole downtown looks exactly like it is, a collection of different eras that are not joined or connected (less the sidewalk). I would have loved to see a larger community space for events. I would like to add that the library location is totally disconnected and work should be done to bring that together with the downtown. Suggestion would be to look at other places like cochrane that have a much more appealing downtown.
18	What We Learned, Vision, Principles	Downtown should be the heart of welcoming people, residence and visitors, to our town. Comprised on small business, unique shops and services, along with entertainment. Currently, it is uninspiring for the most part. The variety of business fronts with the evidence of the decade it was built brings no connectivity to a stroll down the street to welcoming people into a business. To bring economy and a characteristic atmosphere together, a cohesive environment is needed. Proper frontage including business displays to a table for 2 in the window along with the walkability will peak interest. Prevent another development like D'Arcy Crossing that most windows are frost out pictures or the backrooms of the business with awkward or next to no parking for what should be an in and out transaction. A variety of small business is essential. Currently, there are a few good anchors, however, the range is small. For example, to eat there is Heartland, Grand Central or Royal Duke. Fine dining or pub, nothing in-between to grab a glass of wine and an appie in a non-pub atmosphere. Traffic must be able to flow for ease to drive through to check things out and/or make a stop. Varying business hours makes it difficult to support local at times. With the realization that no every business may run on the exact same hours, some common ground needs to be established to bring people downtown on a Sunday afternoon for example. Character and being open will do a lot for the economy and our downtown's revitalization.
19	What We Learned, Vision, Principles	The stalled construction on Elizabeth St across from the HC Pharmacy building (with the white wall concrete forms) has seen no progress towards completion for what now seems like years. There should be a time limit on construction, otherwise projects like this give an atmosphere of poor planning and stagnant economic development.
20	What We Learned, Vision, Principles	For ease of movement through the business district, the portion of Elma Street between Northridge Dr and Veterans Way should be ONE WAY with vehicles moving West to East. It is dangerous when vehicles turn off Veterans Way on to this portion of Elma St. Making this portion of Elma St. one way would eliminate this dangerous turn. Also, with vehicles parked on both sides of the street it is very difficult for two vehicles to pass each other. All this congestion makes the street dangerous for pedestrians. Another comment. Because the downtown will become a destination, the traffic patterns for the whole town will change. The intersection of Milligan and Veterans Way has become busier and busier as the town has grown. Turning left onto Milligan from Veterans Way is almost impossible at busy times and with the pedestrian crosswalk there it has become very dangerous. This is where a single lane traffic circle should be constructed. It would slow vehicles down, keep traffic flowing and make the intersection safer. Being proactive with this dangerous intersection will help the traffic flow into the new and improved downtown. I feel the town has forgotten about some of the older intersections which were not designed for a busy, growing town. They need to be redesigned to handle the increased traffic.

Comment #	Project Information Presented	Comment
21	What We Learned, Vision, Principles	I agree with this person about the concern of snow removal in the downtown. Snow clearing has been very difficult since the addition of the centre meridians and the trees lining them along with the traffic calming jut-outs. I believe more of this will cause greater issues than it will prevent. As for the traffic circle at Lineham and North Railway, I believe this is a fantastic idea at this spot. It is a major problem most of the day, but especially during morning rush and after school. There are many intersections in Okotoks that could benefit from a traffic circle (but single lane only; two-laned ones have not been successful in Alberta yet). If you go to Europe, where traffic circles are the norm, you will rarely find two-laned traffic circles.
22	What We Learned, Vision, Principles	Hi. We are pleased with the plans to redevelop the downtown area, and are looking forward to its completion. As I have indicated in a previous e-mail to the Town, that Lineham Avenue, South of McRae needs to be repaired and given final proper paving. We moved into our condo on Lineham Avenue 14 years ago and have paid our taxes and still Lineham has had no improvement made to it during this time. Please come by and have a look at the lack of maintenance on this one block of Lineham Avenue. A few buckets of gravel and cold pour every year is more than this street deserves. Thanks in advance for your interest and attention to this matter. Sincere Regards. xxxx
23	What We Learned, Vision, Principles	Hello, With the new main street parking, as shown in the video, how will snow clearing be handled? It looks to me like this new plan will make snow clearing much more difficult. When vehicles are on the same level as the sidewalk, how is the vehicle snow/road salt/dirt/gravel going to be handled? I see it going everywhere on the sidewalk. And during chinooks and warmer temperatures, where is the melted snow/road salt going? Traffic circles are a great tool to help with the flow of traffic but I have never been in a traffic jam at Lineham and North Railway. I think this is a lot of work being done and it won't offer a significant improvement to the flow of traffic. It doesn't make sense to me. Please spend our tax dollars conservatively with whatever design choices are selected. Focus on function, durability for our winters, and cost effectiveness, over lavish designs.
24	What We Learned, Vision, Principles	Hi I've attended many meetings and proposals for downtown development over the years. I was at the meeting at the Art gallery but was unable to attend this in person. I've read and listened to this. I like when you encourage downtown to be less offices and more businesses and restaurants...places to meet and walk to and spend the day. Why then has the former Loop been sold to an automotive parts dealer? Surely this building could have been a great...anything else! We have a whole industrial area for this. There is a large hole in your process if this is being approved for this use. I'm really upset to hear of this
25	What We Learned, Vision, Principles	Hello Okotoks, I'm a business owner with a commercial property on Elma St. I'm hoping there is a plan to improve the infrastructure in this area. My back yard xxxx floods each spring and is getting closer to flooding my property. There is very poor drainage in this back area and I'd like to see the drainage system upgraded to clear water from the back alley and protect all the homes and businesses on Elma and Elizabeth St from flood damage. I believe the alley from Elk St. to Veteran's Way has appropriate drainage - I'd like to see this alley from Northridge Dr. to Elk St. upgraded as well. Please let me know how I might contribute to this process and outcome. Thanks, xxxx
26	Downtown-Wide Design	Keep Buildings limited to 3 stories max height.
27	Downtown-Wide Design	Keep height restriction. Keep all new buildings old town theme to blend with historic buildings in area.
28	Downtown-Wide Design	Yaass!!! Take advantage of passive solar gain. Green roofs + roof gardens. As a green town, lead the way!



Comment #	Project Information Presented	Comment
29	Downtown-Wide Design	The plan appears to build upon what already exists. As the town grows it may be challenging the contain demand for core area space. The park and riverfront areas will be appealing for some, limited, residential and high end entertainment / restaurant type uses that capitalize on the natural space and views. It may give reasons for people to go to that space to see and enjoy the natural beauty and open space - provided that it's not in places with high flooding risk.
30	Main Street Area	Prefer we dont build so high that we lose the softening effect of seeing the big riverside trees above rooftops.
31	Main Street Area	Great idea to have residential above commercial space. Allows for more utility out of a limited footprint. More people who live in the area will drive business & provide labour for those businesses.
32	Main Street Area	While nice to look at and probably a safety feature, remove the medians on Elizabeth St. = gain the street space for traffic. = Reduce a potentially (maintaining) unsafe task for parks staff.
33	Elma Street West Area	Preserve as much heritage as possible. I have seen so much of it destroyed in the past 45 years.
34	Elma Street West Area	Need sidewalks on both sides of Elma
35	Elma Street West Area	Town project 310 encroach on Frederick Pryce Memorial Park to enhance Elma Street West. Not going to happen.
36	Maple Area	This area can definitely use development and character - great place/area to focus on!
37	Maple Area	Maximum 4 stories with flat roofs or peaked roof with high restrictions.
38	Maple Area	Excellent idea to add some density. Allows easy access for small business to obtain labour from people who live close by.
39	Maple Area	4 story bldgs not preferred.
40	Maple Area	Will parking be a pig?
41	Riverfront Area	The sheep River has flooded in the past. Check current flooding in Spain... Will happen here!
42	Riverfront Area	Parking beside the new library location should be multilevel parkade. With all the new great things being added, people need to park and there are not many options in Elma + Main St. to add.
43	Riverfront Area	Protect what little greenbelt we have left.
44	Next Steps	Can I ask why the Calgary metro region Bd had to approve an Okotoks Project?
45	Next Steps	How many people are doing are planning that dont even live in town. They don't live here.
46	Next Steps	Why do we need the approval of the Calgary regional metro board? (This is our Town).
<b>Main Street Enhancements</b>		
47	Design Features	Lots of crossings for pedestrians already. Would more impede traffic flow?
48	Design Features	Agreed, there are enough and people don't use them anyway.
49	Design Features	Maybe some bike lockers and designated bird scooter drop off zones? I am afraid to leave my bike unattended and tired of seeing scooters lying everywhere.
50	Design Features	Will there be permanent water fountains in/near seating/park/playground spaces?
51	North Railway Street design	Bollards get in the way of walking + take up valuable sidewalk space
52	North Railway Street design	No to bollards. No to coloured concrete.

Comment #	Project Information Presented	Comment
53	North Railway Street design	Trees on sidewalk side rather than the center median. Better access for maintenance and driving sightline is opened.
54	North Railway Street design	I like the bollards! They would help slow down the cars as well as improve pedestrian safety.
55	North Railway Street design	Why are we trying to slow down vehicles along a main thoroughfare where people need continuous traffic flow? There isn't another connector road through the downtown. People in vehicles are trying to get to daycare, coffee, work, library, vapes shop... they do not want more delays in their daily commute.
56	North Railway Street design	Bollard and coloured concrete is good. Can be used for design and to differentiate different areas including caution.
57	North Railway Street design	Bollards are unnecessary and ruin appearance. Ditto shaded concrete. Ugh!
58	Interim parking	Dagget St. Parking is full everyday. No interrupted parking can flow here.
59	Cost and Council Budget	I love the traffic circle plan. Need more of them instead of traffic lights.
60	Cost and Council Budget	Agreed, traffic circle would resolve current traffic blocks.
61	Cost and Council Budget	I think this is unnecessary expense. Maybe a pedestrian crossing light.
62	Cost and Council Budget	Has govt of Alberta contacted to help pay for part or all of this expensive construction?
63	Cost and Council Budget	Traffic circles make sense! Traffic flow is better.
64	Cost and Council Budget	Need a traffic circle at Lineham crossing like we need a hole in the head. 1st car will stop + block the entire street.
65	Cost and Council Budget	Project #s and costs below capital plan (attached capital plan)
66	Business support and mitigation measures	This is just going to be brutal getting through construction. But it has to be done, endured, communication is a key priority.
67	Construction	140 characters not enough. Oh well. Make full use of alleys/Daggett, mini farmers' markets on weekends, etc..
68	Main Street Enhancements	Frederick Pryce Memorial park is an historical site, a sacred site. Please read the public delegation below on the string.
69	Interim parking	Clean up costs plus new service entrances to residents + businesses have to be paid for by someone. Guess who? Yup ratepayers and account holders.
70	Interim parking	Overhead to underground conversion could take 2 or 3 construction seasons due to ground conditions RipRap, shale sandstone and water table conflicts. Expect outages.
71	Community Key priorities	Need a parkade. Do not introduce parking meters.
72	Community Key priorities	Playground equipment is very expensive. Continue with the "green" vision. Challenge local businesses, residents, and/or students to design a playground with recycled/up-cycled material.
73	Community Key priorities	Maintain what little of the downtown charm is left.
74	Community Key priorities	The lights and decorations along Elizabeth make the area beautiful at night!
75	Big Changes	Roundabout: great idea! This intersection is continuously used and getting busier and becoming a frustrating bottleneck/delay.
76	Big Changes	Don't agree with bulb outs. Makes it more costly for snow removal and impedes traffic flow.
77	Big Changes	Adding sidewalks! Yes please! Increase safety and access. Thank, thank you.
78	Big Changes	(x1 red dot on crosswalks at all legs of an intersection)
79	Big Changes	(x1 red dot on bulb outs)

Comment #	Project Information Presented	Comment
80	Big Changes	Solar powered? (street lighting)
81	Big Changes	Please no bulbouts, we do need more parking & as a walker the distances across w/o are okay. Also more difficult for snow clearance.
82	Big Changes	No bulbouts snow builds up & we need more parking.
83	Big Changes	Bulb outs are designed to slow traffic. If traffic is impeded - they are working as intended. Downtown should be a slow area to visit shops, not a highway. Pedestrian safety & slow traffic is paramount. Add bulb outs!
84	Big Changes	These are dangerous, especially for drivers + impede traffic flow
85	Big Changes	Bulb outs are great for pedestrian safety and they help slow down traffic. Downtown is a destinations not for through traffic. +1 for bulb outs!
86	Big Changes	+1 for bulb outs!
87	Big Changes	Too many bulb outs already! Think traffic flow where there is only 1 lane. Snow removal. Reduced parking.
88	Big Changes	Thanks for this (Changes to driveway access)
89	Big Changes	Just an idea! Close the street in total, with entertainment area in main street and parking on the sides.
90	Design Options Feedback Panel	Consider vandalism proof
91	Design Options Feedback Panel	Red at the corner is a good visual for vehicle traffic.
92	Design Options Feedback Panel	Bike lockers: safety + peace of mind + revenue
93	Design Options Feedback Panel	Yes! To bike racks. To more seating. To better lighting. To more trees.
94	Design Options Feedback Panel	No more seating with wood planks like in front of new library... warping seats looked horrible.
95	Design Options Feedback Panel	Don't spend the money on coloured concrete. + upvote
96	Design Options Feedback Panel	Looks good to upgrade.
97	Design Options Feedback Panel	Outdoor washroom? (comment 1). Water fountains (comment 2). + upvote
98	Design Options Feedback Panel	Yes, to this amount of seating
99	Parks Final Design	Playground at Triangle Playground
100	Parks Final Design	Trees help out road noise (outdoor concerts, picnic @ the piano) - prefer to open spaces (which offer no shade) (The Look)
101	Parks Final Design	Triangle Park is site of our first kiddie pool. Our History Hands off.
102	Parks Final Design	Edgar Dewdney Park - lets change our history some more. Good or bad it's ours. Get over it.
103	Parks Final Design	This is a great area to become more of a destination or even a getaway! Get mpre people to the museum and gallery.
104	Parks Final Design	Yes - better connection to pathway (river valley) would be wonderful.
105	Parks Final Design	Add more permanent shade structures for hosting Art on the Lawn, not all artists own tents, but could rent a shade structure.
106	What About Parking?	Please less concern about god damn cars. Park them somewhere else.
107	What About Parking?	Please look at modifying disabled parking on Dagget to events only / not everyday. (we talked about this).



Comment #	Project Information Presented	Comment
108	What About Parking?	2 blocks is too much for seniors
109	What About Parking?	Less parking is a great idea. More people will walk here if there is more space to walk.
110	What About Parking?	I thought that maybe more parking was coming on South Railway St. The expanded lot is already always full. Let's add solar panels about the parking lots South Railway for example.
111	What About Parking?	Need to decide if this area is a destination for visitors (need parking) or a connector for residents (need flow + safety)
112	What About Parking?	Disagree. The parking needs will (already have) quickly surpass availability with influx of new residences, businesses and visitors.
113	What About Parking?	Need a delivery zone for Amazon, UPS etc. To park along Elizabeth. These large vans + trucks cannot easily park so they pullover any/everywhere + block traffic flow.
114	What About Parking?	I'd really like to see South Railway handled better. There is parking on the river side of the street, but the centre line "pushes" vehicles too close to the parked vehicles. Move the line further to the north to wide the south side lane, have parking only there (safety for kids, etc...)
115	What About Parking?	I think improving options for biking walking or perhaps public transit downtown would help relieve congestion more than more parking available. Current plan look good to me. + upvote
116	Open House Evaluation	Thank you for an evening time; allowed me to come after work. Appreciated multiple signage and breakdown of areas - lots of details to consider. Also liked seeing other people's comments left up - provided inspiration and material to ponder. Donuts / timbits always welcome!
117	Open House Evaluation	Appears well thought up. Costs? But please no more "bulb outs" at intersections. Unnecessary and impedes traffic.
118	Open House Evaluation	I hope the information given will be the final plan.
119	Open House Evaluation	Ensure that Unwind Wool has access for deliveries and customers with mobility challenges during stage I and II!!!! Thx.
120	Open House Evaluation	I splashed stickynotes all over! Thank you for this opportunity to peep at the plan, vote on street furniture, and leave comments. I really appreciate this. It's part of what makes Okotoks a fantastic place to call home.
121	Open House Evaluation	Convert handicap spots on daggett and veterans to temporary regular parking, unless deemed during event ect.
122	Open House Evaluation	Most was addressed or will be as the project progresses. So far, so good. Keep the momentum. This needs to happen.
123	Open House Evaluation	Curious about Phase 2 of arts and learning campus - is it going to still move forward in the future? It was explained that not in the plans in the near future.
124	Open House Evaluation	Good detail. Don't need a traffic circle Hands of Pryce Park. Don't need the development. Fix the deep services and shut it down.
125	Open House Evaluation	We don't need to make our sidewalk wider. It takes away from our parking and we only have 3 months of summer. Is the town now clearing our snow from them for us?
126	Open House Evaluation	I see a plan for one round-about or traffic circle. Would love to see more traffic circles in Okotoks (ie: 32nd at the Dawgs) :) Thanks
127	Open House Evaluation	I'm not crazy about round-about. Other than that - looks very good.
128	Open House Evaluation	Concern about light refraction from downtown to across river
129	Open House Evaluation	Please do not rub out our town history, leave Veterans Memorial Park alone & get signage up for Memorial Parks (EC) Ethel Tucker Memorial Park

Comment #	Project Information Presented	Comment
130	Open House Evaluation	Excellent open house. I may not agree with everything planned but I have been given the reasons behind the plans! Now I may have to re-think my objections.
131	Open House Evaluation	Like the addition of traffic circles - yeah, yeah many complain about them but they are better for the flow of traffic. Glad to see that in the future I hope those retched centre boulevards disappear. They are a pain! Please do not have the bulb outs they do not make sense. Why do you have concerns about less amount of walking distance? Most of us need to walk more steps anyway :)
132	Open House Evaluation	The main street sidewalk blocks that are corroding need to be replaced ASAP - not in 2 or 3 years.
133	Open House Evaluation	More direct communication with residents / owners
134	Open House Evaluation	The people very helpful & knowledgeable. Consideration of history a good needed concept. Did not think the location was where most people would notice.

## Comments on the Open House Map

Comment #	Map Location	Comment
135	xxxx	Is the town cleaning our sidewalks for us businesses?
136	Elizabeth St.	Remove the centre boulevards! (medians)
137	Elk Ave (50-58)	Consider red/white cross walks to Legion
138	Elk Ave (50-58)	3 green dots, 2 red dots on trees outfront Esso
139	Elks Club	Red dot on tree
140	General comments	Paint + sign pedestrian crossings (temp) on roads used for detours during construction. Consider how increased volumes on detour roads affects safety + parking.
141	General comments	Library Parking – heading west can't park in front. (comment 1). Yes, this is so dumb (comment 2).
142	General comments	Online survey include an option of N/A if a person has no preference. Otherwise you cannot continue the survey (comment 1). Agreed (comment 2).
143	General comments	Permanent public washrooms.
144	General comments	Take into account light pollution for residents across the river.
145	General comments	Really don't like the coloured sidewalks, changes the aesthetic. Won't change pedestrian behaviour or road safety. Consistent colour preferred.
146	General comments	Request to close N Railway on the East of Alberta. Keep parking lot open for phase IA.
147	General comments	Don't need wider sidewalks.
148	McRae St.	Bollards are disruptive, reducing width of walkable sidewalk, (strollers, wheelchairs etc.) and won't affect safety. Ditch them.
149	Municipal Centre Plaza	(Green dot)
150	N. Railway St.	Add trees (railway st.)
151	N. Railway St. (between 52 - 53, Butcher Shop)	Crosswalk possible? + upvote
152	N Railway and Daggett	Heritage Bush. Caragena
153	N Railway and Daggett	Driveway - not currently used

Comment #	Map Location	Comment
154	N Railway and Daggett	Don't like to lose any parking. Currently 4 vehicles.
155	N Railway and Daggett	Move WCR east, adding some parking back to lot 4.
156	Near N Railway and Daggett	Waste removal in alleys will be impacted by drivers detouring (whether on purpose or by direction) in alleys. Alleys are already too narrow for garbage/recycling trucks to pass through and when vehicles block the trucks, the drivers get behind and residents complain. Talk to waste solutions for feedback before creating detours.
157	Roundabout	Is rab necessary? Not much traffic.
158	Roundabout	This person clearly does not commute along this route. THis left turn (heading west) creates regular blocks, delays, drivers respond with unsafe maneuvuers and frustration.
159	Roundabout	Not a fan of a RAB.
160	Roundabout	Roundabout good. Helps traffic flow and reduces idling.
161	Roundabout	Circle is a must! CW, MR SV BrH
162	Royal Duke Hotel	(Green dot)
163	Triangle Park	Playground is well used. Something for kids.
164	Triangle Park	Any update to current park will be welcome. It's current condition looks like its made from leftovers and a forgotten space. It's sad looking.
165	Near N Railway and Daggett	Temporary access? Phase IB construction. (unwind woolshop)
166	Near N Railway and Daggett	Maintain access in construction to parking lot to east. (unwind woolshop)
167	Near N Railway and Daggett	As this area is already being redesigned, ask the garbage truck (Town of Okotoks) drivers for feedback on which intersections, corners and alleys are currently blind, or require a 2-point turn to complete. Also ask the transportation (Town of Okotoks) truck drivers - water trucks, street cleaners - they will still be required to work during construction and after completion. These drivers are a wealth of untapped knowl-edge. They know the bottlenecks and daily flow/routing along these roads better than anyone. And if they can navigate and get through the streets and alleys, after changes, anyone can.
168	Veterans Way	Consider red/white cross walks @ vet's
169	Veterans Way	Leave Veterans memorial park alone.



## Design Aesthetics Preferences

Design Option	Description	Green Dots (I love this!)	Yellow Dots (I like this)	Red Dots (I'm not sure)
Option 1	Paris Site Furnishings (Premier Bench)	5		1
Option 1	Reliance Foundry (Riverwalk Tree Grate)	2		
Option 1	Paris Site Furnishings (Decorative Bollard and Pedestrian Bike Rack)	3		
Option 1	Sidewalk design (top right)	3	2	
Option 1	Paris Site Furnishings (Premier Picnic Table)	5	3	
Option 1	Haul-all 3-stream Waste Receptacle	1		
Option 1	Decorative Light Standard	1		
Option 1	Overall	1		
Option 2	Sidewalk design (top right)	7	1	
Option 2	Wishbone Site Furnishings (Beseit Bench and Chair)	4		
Option 2	Maglin Site Furnishings (650 Bollard and 200 Bike Rack)	2		1
Option 2	Reliance Foundry (Boulevard Tree Grate)	1		
Option 2	Decorative Light Standard	0		
Option 2	Wishbone Site Furnishings (Mountain Classic Coffee Table)	2		
Option 2	Haul-all 3-stream Waste Receptacle	3		
Option 2	Overall	2		
Option 3	Sidewalk design (top right)	1		
Option 3	Wishbone Site Furnishings (Urban Form Bench and Backless Option)	4		
Option 3	Iron Age Rain Tree Crate	3		
Option 3	Wishbone Site Furnishings (Modena Bollard and Form Bike Rack)	1		1
Option 3	Wishbone Site Furnishings (Urban Form Coffee Table)	1		
Option 3	Haul-all 3-stream Waste Receptacle	3	1	
Option 3	Decorative Light Standard	1		
Option 3	Overall	1		
Option 4	Sidewalk design (top right)	1		
Option 4	Maglin Site Furnishings (Ogden Modular Bench)			5
Option 4	Iron Age (Obilo Tree Grate)	1		
Option 4	Maglin Site Furnishings (Bollard and Bike Rack)	3	1	
Option 4	Maglin Site Furnishings (Ogden Bench and Tables)	2		
Option 4	Haul-all 3-stream Waste Receptacle	2		
Option 4	Decorative Light Standard	0		

## Aesthetics Comments

Comment #	Comment
170	The bollard and bike racks in options 3 and 4 are a bit more visually pleasing - they are functional but don't feel institutional or so boring.
171	I like the grates with the design from Option 4 - feels like it would add a bit of a artistic feel to a functional piece that is typically quite boring.
172	I like Option 2 and 3. They both are aesthetically pleasing but also look functional and like the most comfortable options in terms of the benches and tables. The black slotted ones in option 1 look uncomfortable and like they would be hot during the summer to try to sit on, while those in options 2 and 3 look like they'd be more comfortable and cool on hot days.
173	I prefer Option 2; not a big fan of those slatted benches.
174	Maglin seating with the tables would be a nice mix and typically permits more bums in seats. I would still like a park bench somewhere for a more intimate setting for conversation.
175	I think benches with a back are preferred when taking a break and keeping the feel with the decorative light standards,
176	agreed!
177	A number of the trees planted in tree grates in the past have not done well. In Sandpoint Idaho the trees are planted in groups of three or four in a trench with a low profile curb around the trench with breaks in the curb to allow rain and snow melt to flow into the trench and water the trees.
178	Personally, I like option 1 but all look good
179	I like the idea of the traffic circle to keep traffic flow moving. It seems to work well in other parts of town like the east end of Milligan Drive.
180	No more traffic lights. Traffic lights are NOT the answer to every intersection (see Northridge Stop&Go Drive) Roundabout makes perfect sense here and is aesthetically appealing. To Anonymous' point, maybe some crosswalk lights would be good.
181	Traffic light with walk signals is safer for pedestrians than a roundabout. Drivers can see you better
182	I like the idea of the traffic circle to keep traffic flow moving. It seems to work well in other parts of town like the east end of Milligan Drive.
183	No more traffic lights. Traffic lights are NOT the answer to every intersection (see Northridge Stop&Go Drive) Roundabout makes perfect sense here and is aesthetically appealing. To Anonymous' point, maybe some crosswalk lights would be good.
184	Traffic light with walk signals is safer for pedestrians than a roundabout. Drivers can see you better

## Letter Received

Comment #	Comment
185	I am not sure if this is the right portal to submit this but I am concerned about parking on McRae Street. I am a resident and property owner of McRae Street and have noticed an increase in vehicles being abandoned on the street for an extended period of time. There are also several businesses in the area relying on the street parking to serve 100% of their clients parking needs. This is making it difficult not only to maintain the area I am responsible for but also frustrating as the cars have not been moved when snow removal/ street cleaning has occurred and I have been left to deal with this when the cars are eventually removed. I am hoping with the downtown improvement plan the town may consider making at least the North side of McRae Street residents only parking and possibly explore other avenues for visitor parking in the area. Perhaps even maximize the parking area at the courthouse and allow paid parking in that lot on days the court house is closed. The town hosts many events at Town square and I feel frustrated that they have not considered the close by residents in their planning.

## Verbal Discussions: Summary (not verbatim)

Comment #	Comment
186	A business in the vicinity of Triangle Park is supportive of upgrades to Triangle Park
187	One couple do not support future upgrades in the west portion of main street (Phases 2-5).
188	xxxx business owner does not support the roundabout.
189	Landowner at xxxx (did not attend open house) does not support roundabout.
190	One resident is not supportive of the raised concrete parking stalls: 1) this adds to cost of the project (would like it to be asphalt instead); and, 2) the vehicles will be parked higher which obstructs visibility.
191	xxxx business owner is not supportive of design in front of his parcel because it decreases parking availability. (Overall design was not commented on.) The business owner has four vehicles for personal and business use and believes that this also blocks a driveway to their property (curb letdown onto N Railway St). The Town confirms this private driveway will be closed.
192	Daggett St intersection – observation that it is difficult to enter N Railway St at this intersection because of speed of traffic and visibility impacts from existing trees.
193	Traffic on South Railway Street – concerns about safety and conflicts with parked vehicles. Suggestion to remove parking on north side of street and shift two lanes of traffic into this area so that there is a greater space buffer for parking on the south side of road. Concern flagged because there will be higher levels of traffic on South Railway St during traffic detouring during construction.
194	xxxx business owner noted that four new accessible parking stalls constructed on Daggett Street (near the intersection of Veterans Way) have an impact on her staff parking. The business owner would like to see these stalls available for anyone to park in except during events (when they would return to accessible-parking-only).
195	xxxx wants to keep Alberta Ave open during 2025 Phase 1 work and supports closing it during 2026 Phase 2 work. This is in reference to the boundary between the phases of work which hasn't been decided yet.
196	xxxx wants the planned advertising support provided by the Town to mention businesses by name when saying that downtown businesses are still open during construction.
197	xxxx looking for an update on a possible temporary relocation of their business.
198	Two visitors wish to limit height of buildings in the downtown to three stories.
199	Two visitors like the idea of having small street-facing courtyards in front of multi-use multi-story buildings. This elicits a sense of a European streetscape.
200	In a discussion with a property owner about the intent to close the museum parking, the individual said that they were in support of keeping the parking lot.



## Appendix B:

### Advertising for Public Events

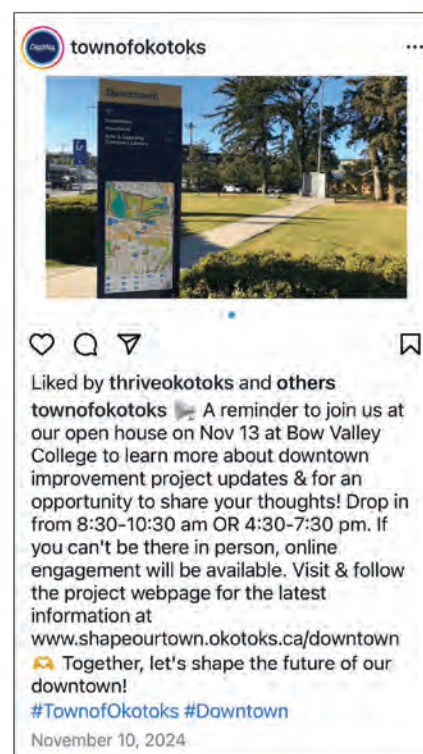
Social Posts: Instagram and Facebook



Post #1



Post #2



Post #3



Post #4



Post #5



Post #6



Post #7






Post #8



Post #9

Media Release



November 7, 2024

For Immediate Release

### The Town Seeks Additional Feedback On Downtown Projects

In June and July, the Town sought business and community feedback about the Downtown's Next Chapter initiative, and we now have more information to share.

A [What We Learned Report](#) from all engagements in the spring/summer is available on the project website. Through this work, we are committed to elevating our downtown into a thriving gathering space that supports local businesses, fosters community pride, and promotes vitality and economic growth. These major downtown projects will also encourage placemaking and improve safety and accessibility.

**Upcoming Drop-in Style Open House and Online Engagement:**  
The Town is dedicated to keeping business and community members well-informed through online information and providing opportunities to provide feedback and ask questions.

An Open House is scheduled for November 13, 2024, with two times available to attend:  
When: 8:30 – 10:30 am **OR** 4:30 – 7:30 pm  
Where: Bow Valley College, Okotoks Campus, 7 Riverside Drive.

This is a drop-in style event where you can learn more about the progress of the Downtown's Next Chapter and share your feedback. If you cannot attend, you can engage online from November 13 – 26, 2024 on the project website.

**Project Updates:**

**1. Main Street Enhancements**

**Infrastructure Upgrades**

- Beginning in 2025, we'll upgrade the street and utilities on the North Railway Street portion of Main Street. The work will be done in phases: Phase 1A: Elm Place to Alberta Avenue; Phase 1B: Alberta Avenue to McRae Street.
- The Town will enhance public areas such as sidewalks, boulevards, trees, and landscaping to boost pedestrian safety and the downtown experience. Future phases of the Main Street upgrades (west along Elizabeth Street to Northridge Drive) have been planned, but construction timelines are still to be confirmed.

**Streetscape Improvements**

- Triangle and Pistool Parks are also part of these enhancements, aimed at creating welcoming, inclusive spaces for all community members while integrating them with streetscape improvements.

- We have finalized the Main Street design and park updates since the summer and will share them at the fall engagement.

**2. Construction Impact on Local Businesses and Residents:**

- In 2024, the Town spoke with business owners and residents to address their construction concerns and explore scheduling solutions. We will share our findings and recommendations during the fall engagement.

**3. Our Plan for Downtown**

- We are integrating existing policies related to the downtown into a single policy document – *Our Plan for Downtown*, formally known as an Area Redevelopment Plan. This plan will guide the redevelopment of private and public spaces in the downtown area.
- The Town engaged with the community on existing policies and other foundational aspects this summer. Based on the feedback, we have developed further refined draft ideas to share with you, including an updated vision and principles along with guidance around the different areas of downtown.

**4. Improved Parking**

- This summer, crews finished paving the Daggett Street parking area along the railway. This project added 70 formal parking spaces and introduced reverse-angle parking to improve safety.

"We're excited to enhance our downtown adding more accessible and welcoming spaces that mirror our community's spirit. Public input is key to making this happen, and we urge everyone to share their ideas and feedback. Together, we can build a community we're all proud of," said Tanya Thorn, Okotoks Mayor.


All project and community engagement information are available on the project website; follow the page to receive regular updates: [www.shapeourtown.okotoks.ca/downtown](http://www.shapeourtown.okotoks.ca/downtown).

-30-

**Media inquiries:**  
Melanie Heemeryck, Community Engagement Manager  
Town of Okotoks  
[mheemeryck@okotoks.ca](mailto:mheemeryck@okotoks.ca)  
403.464.9501



## Western Wheel Advertisements



**OPEN HOUSE**  
DOWNTOWN'S NEXT CHAPTER

Join us at our drop-in style Open House to see what's coming up for our downtown.

Provide your feedback on the draft ideas for Main Street design and appearance, with a focus on North Railway Street, construction considerations, and the Our Plan for Downtown policies.


Your input is valuable in shaping our community!

**NOV 13**  
Wednesday, November 13  
Drop-in anytime between:  
8:30 - 10:30 am OR 4:30 - 7:30 pm

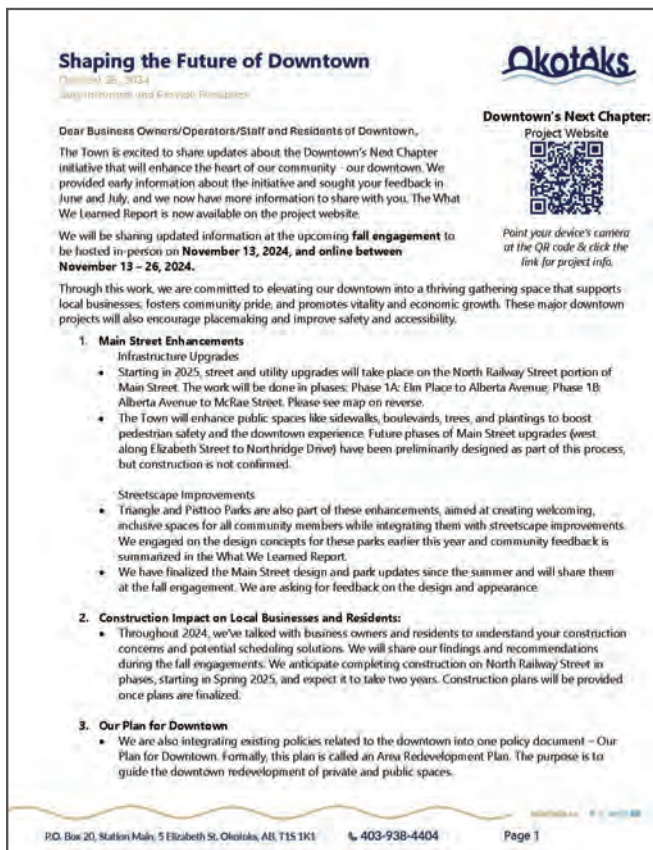
**WHERE**  
Bow Valley College  
Okotoks Campus, 7 Riverside Drive

If you cannot attend, online engagement will be available between November 13 - 26.

[shapeourtown.okotoks.ca/downtown](https://shapeourtown.okotoks.ca/downtown)



## Letter for Directly Impacted Business/Residential Property Owners



**Shaping the Future of Downtown**  
October 25, 2024  
Mayor, Councillors and Private Residents

Dear Business Owners/Operators/Staff and Residents of Downtown,

The Town is excited to share updates about the Downtown's Next Chapter initiative that will enhance the heart of our community - our downtown. We provided early information about the initiative and sought your feedback in June and July, and we now have more information to share with you. The *What We Learned Report* is now available on the project website.

We will be sharing updated information at the upcoming **fall engagement** to be hosted in-person on **November 13, 2024, and online between November 13 - 26, 2024.**

Through this work, we are committed to elevating our downtown into a thriving gathering space that supports local businesses, fosters community pride, and promotes vitality and economic growth. These major downtown projects will also encourage placemaking and improve safety and accessibility.

**1. Main Street Enhancements**  
Infrastructure Upgrades

- Starting in 2025, street and utility upgrades will take place on the North Railway Street portion of Main Street. The work will be done in phases: Phase 1A: Elm Place to Alberta Avenue; Phase 1B: Alberta Avenue to McRae Street. Please see map on reverse.
- The Town will enhance public spaces like sidewalks, boulevards, trees, and plantings to boost pedestrian safety and the downtown experience. Future phases of Main Street upgrades (west along Elizabeth Street to Northridge Drive) have been preliminarily designed as part of this process, but construction is not confirmed.

**Streetscape Improvements**

- Triangle and Pocket Parks are also part of these enhancements, aimed at creating welcoming, inclusive spaces for all community members while integrating them with streetscape improvements. We engaged on the design concepts for these parks earlier this year and community feedback is summarized in the *What We Learned Report*.
- We have finalized the Main Street design and park updates since the summer and will share them at the fall engagement. We are asking for feedback on the design and appearance.


**2. Construction Impact on Local Businesses and Residents:**

- Throughout 2024, we've talked with business owners and residents to understand your construction concerns and potential scheduling solutions. We will share our findings and recommendations during the fall engagements. We anticipate completing construction on North Railway Street in phases, starting in Spring 2025, and expect it to take two years. Construction plans will be provided once plans are finalized.

**3. Our Plan for Downtown**

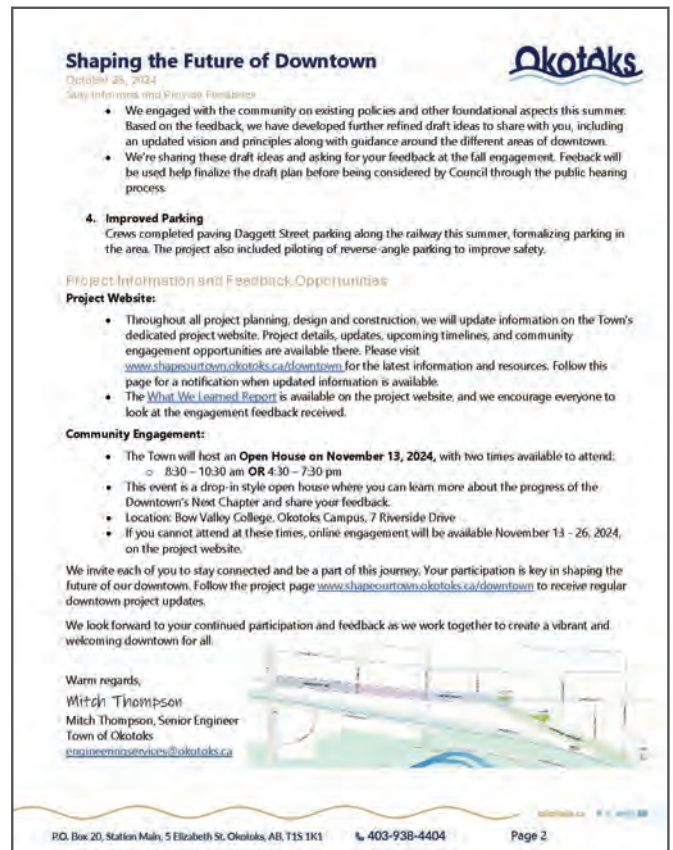
- We are also integrating existing policies related to the downtown into one policy document - Our Plan for Downtown. Formally, this plan is called an Area Redevelopment Plan. The purpose is to guide the downtown redevelopment of private and public spaces.

**Downtown's Next Chapter:**  
Project Website



Point your device's camera at the QR code & click the link for project info.

P.O. Box 20, Station Main, 5 Elizabeth St., Okotoks, AB, T1S 1K1 403-938-4404 Page 1



**Shaping the Future of Downtown**  
October 25, 2024  
Mayor, Councillors and Private Residents

- We engaged with the community on existing policies and other foundational aspects this summer. Based on the feedback, we have developed further refined draft ideas to share with you, including an updated vision and principles along with guidance around the different areas of downtown.
- We're sharing these draft ideas and asking for your feedback at the fall engagement. Feedback will be used help finalize the draft plan before being considered by Council through the public hearing process.

**4. Improved Parking**  
Crews completed paving Daggett Street parking along the railway this summer, formalizing parking in the area. The project also included piloting of reverse-angle parking to improve safety.

**Project Information and Feedback Opportunities**  
**Project Website:**

- Throughout all project planning, design and construction, we will update information on the Town's dedicated project website. Project details, updates, upcoming timelines, and community engagement opportunities are available there. Please visit [www.shapeourtown.okotoks.ca/downtown](https://www.shapeourtown.okotoks.ca/downtown) for the latest information and resources. Follow this page for a notification when updated information is available.
- The *What We Learned Report* is available on the project website, and we encourage everyone to look at the engagement feedback received.


**Community Engagement:**

- The Town will host an **Open House on November 13, 2024**, with two times available to attend:
  - 8:30 - 10:30 am OR 4:30 - 7:30 pm
- This event is a drop-in style open house where you can learn more about the progress of the Downtown's Next Chapter and share your feedback.
- Location: Bow Valley College, Okotoks Campus, 7 Riverside Drive
- If you cannot attend at these times, online engagement will be available November 13 - 26, 2024, on the project website.

We invite each of you to stay connected and be a part of this journey. Your participation is key in shaping the future of our downtown. Follow the project page [www.shapeourtown.okotoks.ca/downtown](https://www.shapeourtown.okotoks.ca/downtown) to receive regular downtown project updates.

We look forward to your continued participation and feedback as we work together to create a vibrant and welcoming downtown for all.


Warm regards,  
Mitch Thompson  
Mitch Thompson, Senior Engineer  
Town of Okotoks  
[engineering@okotoks.ca](mailto:engineering@okotoks.ca)



P.O. Box 20, Station Main, 5 Elizabeth St., Okotoks, AB, T1S 1K1 403-938-4404 Page 2



## Postcards for Businesses and Residents in Project Area



### DOWNTOWN'S NEXT CHAPTER

**WE ♥ OUR DOWNTOWN!**


The Town is excited to share updates about the Downtown's Next Chapter initiative.

Join us at our drop-in style Open House to see what's coming up for our downtown. Provide your feedback on the draft ideas for:

- 1 Main Street design and appearance, with a focus on North Railway Street**
- 2 Construction considerations**
- 3 Our Plan for Downtown policies**

More information is available at:


[shapeourtown.okotoks.ca/downtown](https://shapeourtown.okotoks.ca/downtown)



**DOWNTOWN'S NEXT CHAPTER**

**MAIN STREET ENHANCEMENTS**  
Upgrades to Main Street infrastructure and public spaces.

**DOWNTOWN POLICY ALIGNMENTS**  
Aligning downtown policies to community goals for downtown.



**This work is part of the Town's long-term vision and strategy to improve the downtown and support economic development now and into the future.**

**Elevating the downtown into a thriving gathering space will:**

- Support businesses and economic growth
- Foster community pride
- Attract more visitors to downtown for a variety of activities
- Improve safety and accessibility for all activities including events

### YOUR FEEDBACK MATTERS

Your input is valuable in shaping the future of our community!

**PLEASE JOIN US AT THIS DROP-IN EVENT**


**When:**  
Wednesday, November 13, 2024  
8:30 - 10:30 am  
OR  
4:30 - 7:30 pm

**Where:**  
Bow Valley College  
Okotoks Campus,  
7 Riverside Drive

**ONLINE ENGAGEMENT**

If you cannot attend the drop-in event, online engagement will be available between November 13 - 26 on the project website.


[shapeourtown.okotoks.ca/downtown](https://shapeourtown.okotoks.ca/downtown)



### HOW TO STAY INFORMED

- ✓ **Project website:** Throughout all downtown project planning, design and construction, we will update information on the Town's project website. Please visit and follow: [www.shapeourtown.okotoks.ca/downtown](https://www.shapeourtown.okotoks.ca/downtown)
- ✓ **What We Learned Report:** Learn more about Town feedback received from the engagement events in June and July 2024.

**Questions? Contact Us!**  
[engineering@okotoks.ca](mailto:engineering@okotoks.ca)



# Appendix C:

## Engagement Boards from In-Person Open House



**WELCOME TO** *Okotoks*  
DOWNTOWN'S NEXT CHAPTER ENGAGEMENT - OPEN HOUSE

**PROJECT TIMELINE**

Project Milestone	Timeline
Main Street Concept Design and Engagement completed	(2020 - 2021)
Main Street Concept Design Refinement & Our Plan for Downtown Background Work	(Q2 - Q3 2024)
Community Engagement	(Q2 2024)
Main Street Preliminary Design & Our Plan for Downtown Policy Development	(Q3 2024)
Duggitt Street Construction	(Q3 2024)
<b>We're Here!</b> Community Engagement on Our Plan for Downtown & North Railway St. Design	(Q4 2024)
Downtown Plan Approval	(Q1 2025)
North Railway Street Construction	(2025 - 2026)

**TODAY'S OPPORTUNITY**

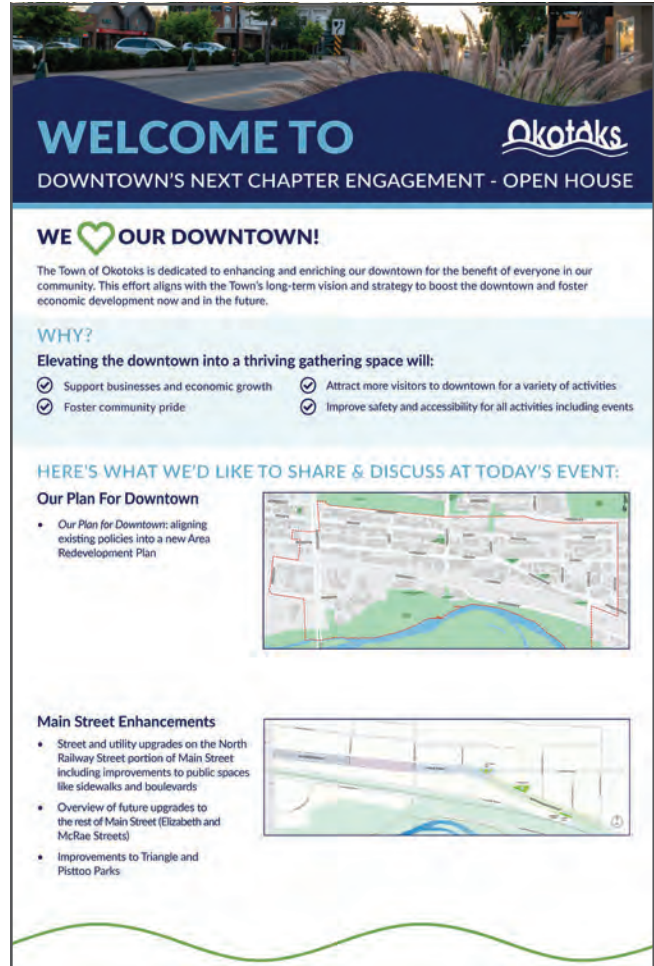
- Learn about upcoming plans for our downtown
- Review the preliminary design drawings for North Railway Street including Pistoo Park, and Triangle Park
- Explore street furniture options and provide feedback
- Share your thoughts on the plan
- Stay engaged by visiting our website and signing-up for updates

[shapeourtown.okotoks.ca/downtown](https://shapeourtown.okotoks.ca/downtown)

**DOWNTOWN'S NEXT CHAPTER PROJECT WEBSITE**



Point your device's camera at the QR code and click the link for project information.



**WELCOME TO** *Okotoks*  
DOWNTOWN'S NEXT CHAPTER ENGAGEMENT - OPEN HOUSE

**WE ♥ OUR DOWNTOWN!**

The Town of Okotoks is dedicated to enhancing and enriching our downtown for the benefit of everyone in our community. This effort aligns with the Town's long-term vision and strategy to boost the downtown and foster economic development now and in the future.

**WHY?**


Elevating the downtown into a thriving gathering space will:

- ✓ Support businesses and economic growth
- ✓ Attract more visitors to downtown for a variety of activities
- ✓ Foster community pride
- ✓ Improve safety and accessibility for all activities including events

**HERE'S WHAT WE'D LIKE TO SHARE & DISCUSS AT TODAY'S EVENT:**


**Our Plan For Downtown**

- Our Plan for Downtown: aligning existing policies into a new Area Redevelopment Plan



**Main Street Enhancements**

- Street and utility upgrades on the North Railway Street portion of Main Street including improvements to public spaces like sidewalks and boulevards
- Overview of future upgrades to the rest of Main Street (Elizabeth and McRae Streets)
- Improvements to Triangle and Pistoo Parks





## WHAT WE'VE LEARNED THROUGH PAST ENGAGEMENT

Engaging the community is essential to shaping the future of our downtown. This project builds on community input received through many past engagements about the downtown. We're consolidating all feedback to make changes today.

### WHAT WE'VE LEARNED

**PARTICIPATION**

 **>2,850**  
ENGAGED CITIZENS

 **INVOLVED**  
**ACROSS**  
**15 PROJECTS**

 Main Street Engagements  
 Municipal Development Plan  
 Downtown Urban Design Master Plan  
 Land Use Bylaw

Engagement through open houses, business discussions, surveys, steering committees, focus groups, and workshops.

**COMMUNICATION**

 **44,235**  
TOTAL REACH

 **ACROSS**  
**ALL**  
**COMMUNICATIONS**

 Social Media  
 Letters and Presskits  
 Advertising  
 Newspapers and Journals  
 Website Traffic

\*Total Reach is a metric that measures the number of people who have seen the communication materials, regardless of how many times they have seen them.

### KEY FINDINGS

**2024 Engagement Key Themes**

- Keep the Town's charm
- Keep parking along Main Street
- Concern about costs and impacts on public finances

### OUR PLAN FOR DOWNTOWN

**SUPPORT FOR DRAFT CONCEPTS**

**63%**

Based on survey results, 63% of respondents support the draft concepts for the downtown plan.

ARCHITECTURAL GUIDELINES & PLACEMAKING	PLANNING, DESIGN, SPACE, AND ARTS & CULTURE	COMPLETE STREETS, MOBILITY & PARKING	ENVIRONMENTAL SUSTAINABILITY	BEAUTIFICATION / GREEN MAIN STREET
 Keep the historic look while allowing new development in distinct areas.	 Create permeable spaces and connections for people to live, work, play and gather.	 Design streets for all travel modes and address parking issues.	 Build toward new business opportunities on the historic street with greenery and a vibrant atmosphere.	 Improve landscaping to make downtown feeling and comfortable.
INFRASTRUCTURE & DEVELOPMENT	INNOVATION & SUSTAINABILITY	CHANGE & REDEVELOPMENT	REDEVELOPMENT / RED TAPE	DEVELOPMENT / RED TAPE
 Help build new businesses and development in downtown areas.	 Use innovative sustainable solutions that balance environmental and practical needs.	 Communicate with stakeholders to build consensus and trust.	 Simplify processes and improve coordination for redevelopment.	 Improve communication and coordination with stakeholders.

## WHAT WE'VE LEARNED THROUGH PAST ENGAGEMENT

### MAIN STREET DESIGN

**Main Themes Included Support for:**

- Accessibility including parking accessibility
- Fixing infrastructure that needs to be replaced
- The proposed park designs including features for kids to play on

**Past engagement demonstrated support for:**

DESTINATION	TRAVEL MODES	INCREASE SPACE	VEHICLE ACCESS	CLEAR SIGNAGE
 Downtown should be a destination.	 Design street layout to accommodate all travel modes, including walking, cycling, and public transit.	 Increase pedestrian and public space along Main Street, encourage events, festivals, and restaurant patios.	 Accommodate parking, loading and unloading, and vehicle access along Main Street.	 Ensure clear signage to help people find their destinations.

### MAIN STREET CONSTRUCTION IMPACT TO BUSINESSES

DISRUPTION	TIMELOSITY	PARKING	TRAVEL MODES	COMMUNICATION
 Concerns about disruption to customer/delivery access.	 Evidence for faster construction completion on the historic street with greenery and a vibrant atmosphere.	 Mitigate parking loss. Need for alternate options for staff parking.	 Make it easier to use the downtown area.	 During construction, provide regular communication about construction schedules, progress and signage for businesses.



Scan to read the What We Learned Report from the first community engagement in the summer 2024.



Scan to read the Main Street What We Heard Report from 2021.

## OUR PLAN FOR DOWNTOWN

### ALIGNING & UPDATING EXISTING POLICY

The downtown plays a key role in our community. It's a place for all community members to live, work, shop, recreate, play and gather.

To continue to make the downtown the best it can be, we are bringing together previous policies into one clear plan. The *Our Plan for Downtown* will guide future development under a unified vision.

The idea is that it will be a comprehensive document that is user-friendly, clear, and easy to understand.

Our *Plan for Downtown* will be a statutory policy, formally called an "Area Redevelopment Plan", that will guide what downtown private and public spaces look like when landowners decide to redevelop.

**We're not starting from scratch! But we're here to learn!**

The Downtown Urban Design Master Plan was a key starting point for preparing *Our Plan for Downtown*, but we've heard that it isn't quite hitting the mark, and the guiding principles and concepts need a revisit.

### PROJECT HISTORY & TIMELINE

- Background Work (Q1 2024)
- Initial Engagement (Q2 2024)
- Draft Plan (Q2 - Q4 2024)
- Follow Up Engagement (Q4 2024)
- We're Here!**
- Approval (Q4 2024 - Q1 2025)
  - First reading (Council)
  - Public Hearing
  - Plan consideration by Calgary Metropolitan Region Board
  - Final reading and adoption (Council)

### THE PLAN AREA

Generally includes the lands south of Crescent Road and the escarpment, north of the shoreline of the Sheep River, east of Poplar Avenue and west of the commercial development along Northridge Drive.



## OUR PLAN FOR DOWNTOWN

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## OUR PLAN FOR DOWNTOWN

### WHAT WE LEARNED AND WHAT WE'RE DOING

Our engagement with the community in Summer 2024 revealed key priorities for the community. We're sharing these major themes and our actions to address them:

What We Learned	What We're Doing
Vision, goals and guiding principles are vague and generic	Simplifying and clarifying the vision
Downtown needs more retail, anchor tenant, less professional services	Clarifying the mix of uses needed for a vibrant downtown
Parking and accessibility	Maximizing public parking opportunities while balancing the historical and walkable feel
Maintain the small-town charm	Providing more guidance on protecting historical buildings and character areas

Please share your feedback. Are there any opportunities or issues that we missed?

### UPDATED VISION AND GUIDING PRINCIPLES

Although there was support for the draft vision, community feedback was to make the vision and guiding principles more specific. The proposed updates are:

**VISION**  
Downtown is the social, cultural, and economic heart of the Town; through the continued evolution of a unique walkable district that attracts people and investment.

**GUIDING PRINCIPLES**

- VIBRANT ECONOMY AND ACTIVE SPACES**  
The Downtown economy is active with people walking, shopping, mingling, eating, and enjoying the many things to do in the Downtown. Public and private sites are designed to create lively and engaging spaces where people can gather and move around safely and easily using all modes of transportation, with special emphasis on pedestrians.
- CONNECTED AND WALKABLE**  
The Downtown is physically connected with ease of movement for people with all levels and types of mobility – walking, rolling, riding, and driving. A multi-modal network of sidewalks, pathways, and roads connects people throughout the Downtown.
- CELEBRATE UNIQUE CHARACTER**  
The unique architectural character of each Downtown area is celebrated and maintained through flexible and adaptable design guidelines and policy.
- CREATE A GREEN OASIS**  
Places, buildings and streets are designed as green oasis within the Town, an opportunity to connect with nature and reduce climate change impacts through a strong tree canopy, connection to the river and numerous connections to parks, plazas, and recreation areas.
- A PLACE TO LIVE**  
Downtown is a desired place to live for people of all ages with amenities, gathering areas, and a diversity of housing creating a strong sense of community.

## OUR PLAN FOR DOWNTOWN

### WHAT WE LEARNED AND WHAT WE'RE DOING

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## OUR PLAN FOR DOWNTOWN

### DOWNTOWN-WIDE DIRECTION

Please share your feedback. Are there any opportunities or issues that we missed?

### DOWNTOWN-WIDE LAND USE POLICIES

Land uses in the downtown should be compatible with an active pedestrian environment.

Appropriate Land Uses	Inappropriate Land Uses
<ul style="list-style-type: none"> <li>Commercial</li> <li>Mixed-use</li> <li>Residential (attached housing)</li> <li>Parks and natural areas</li> <li>Institutional uses</li> </ul>	<ul style="list-style-type: none"> <li>Traditional industrial land uses (heavy manufacturing, storage yards, contractors)</li> <li>Auto-oriented commercial uses (service stations, gas stations, car washes, car dealers)</li> <li>New drive-throughs</li> <li>Exceptions: land uses encouraged in the downtown               <ul style="list-style-type: none"> <li>Craft manufacturing (craft brewing)</li> <li>Local artisan creators</li> </ul> </li> </ul>

### DOWNTOWN-WIDE DESIGN GUIDELINES

Design of buildings and properties should be tailored to a pedestrian scale.

**Key Policies**

**Building Design Guidelines**  
Buildings should:

- Be aligned parallel to street edges, framing the street and public spaces
- Be designed sensitively to the surrounding buildings and neighborhood for building width and roof shape
- Reduce perceived mass of larger buildings through architectural articulation and features
- Incorporate balconies, bay windows, porches, canopies, awnings, decks to add depth
- Take advantage of passive solar gain
- Be designed to provide visual interest and comfort across all four seasons
- On corner lots, have high-quality design on both frontages (avoid large blank walls by providing windows, gables, architectural articulation)

**Development Design Guidelines**  
Developments should:

- Consider impacts on surrounding buildings and landscaping such as views, shadowing, and general compatibility
- Retain mature trees where practical, replace at 2:1 ratio if not possible
- Create livable spaces such as rooftop and ground floor patios, urban plazas, gathering areas, customer seating near sidewalks and parks
- Provide green roofs and roof gardens to provide open spaces away from the street, promote biodiversity, and reduce solar heat gain

## OUR PLAN FOR DOWNTOWN

### DOWNTOWN-WIDE DIRECTION

Please share your feedback. Are there any opportunities or issues that we missed?

### DOWNTOWN-WIDE LAND USE POLICIES

Land uses in the downtown should be compatible with an active pedestrian environment.

Appropriate Land Uses	Inappropriate Land Uses
<ul style="list-style-type: none"> <li>Commercial</li> <li>Mixed-use</li> <li>Residential (attached housing)</li> <li>Parks and natural areas</li> <li>Institutional uses</li> </ul>	<ul style="list-style-type: none"> <li>Traditional industrial land uses (heavy manufacturing, storage yards, contractors)</li> <li>Auto-oriented commercial uses (service stations, gas stations, car washes, car dealers)</li> <li>New drive-throughs</li> <li>Exceptions: land uses encouraged in the downtown               <ul style="list-style-type: none"> <li>Craft manufacturing (craft brewing)</li> <li>Local artisan creators</li> </ul> </li> </ul>

### DOWNTOWN-WIDE DESIGN GUIDELINES

Design of buildings and properties should be tailored to a pedestrian scale.

**Key Policies**

**Building Design Guidelines**  
Buildings should:

- Be aligned parallel to street edges, framing the street and public spaces
- Be designed sensitively to the surrounding buildings and neighborhood for building width and roof shape
- Reduce perceived mass of larger buildings through architectural articulation and features
- Incorporate balconies, bay windows, porches, canopies, awnings, decks to add depth
- Take advantage of passive solar gain
- Be designed to provide visual interest and comfort across all four seasons
- On corner lots, have high-quality design on both frontages (avoid large blank walls by providing windows, gables, architectural articulation)

**Development Design Guidelines**  
Developments should:

- Consider impacts on surrounding buildings and landscaping such as views, shadowing, and general compatibility
- Retain mature trees where practical, replace at 2:1 ratio if not possible
- Create livable spaces such as rooftop and ground floor patios, urban plazas, gathering areas, customer seating near sidewalks and parks
- Provide green roofs and roof gardens to provide open spaces away from the street, promote biodiversity, and reduce solar heat gain





# OUR PLAN FOR DOWNTOWN

*Okotoks*

## MAIN STREET AREA

### Vision

Main Street is envisioned as the primary economic and social activity spine of the Downtown, with buildings that front the street, abundant trees and landscaping, and plenty of sidewalks and pathways that encourage people to walk, bike and roll.

Buildings along the Main Street should face the street and be a mix of uses, with multiple storeys of residential and retail at the ground floor. Parking should be located behind buildings. This format ensures efficient use of land and maximizes daily customers and opportunities for economic activity.



Please share your feedback. Are there any opportunities or issues that we missed?


 Add  
 comment  
 here



### Key Policies

#### PRIMARY BUILDINGS

Primarily commercial and mixed-use

- Ground floor: street activating uses. Focus on retail uses at ground level
- Above ground floor: other uses



ENCOURAGED ELEMENTS	Location: within downtown area, at street level, accessible	
UPPER FLOOR USES	Residential (townhouses, multi-unit), mixed commercial, medium density (ground floor commercial, residential)	
GROUND FLOOR USES	Street Activating Land Uses • Short stays and high level of human-to-human interactions Examples: retail stores, pubs, hair stylists, cafes & restaurants	





# OUR PLAN FOR DOWNTOWN



## MAIN STREET AREA

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Main Street is envisioned as the primary economic and social activity spine of the Downtown, with buildings that front the street, abundant trees and landscaping, and plenty of sidewalks and pathways that encourage people to walk, bike and roll.

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### Key Policies

#### PRIMARY BUILDINGS

Primarily commercial and mixed-use

- Ground floor: street activating uses. Focus on retail uses at ground level
- Above ground floor: other uses



ENCOURAGED ELEMENTS	UPPER FLOOR USES	GROUND FLOOR USES
 	 	 
Livable spaces through rooftop patios & other urban elements	Residential, Office, Institutional Should be located above or behind ground floor street activating uses	Street Activating Land Uses: • Short stays and high level of tourism for human interactions Examples: retail stores, pubs, hair stylists, cafes & restaurants

Please share your feedback. Are there any opportunities or issues that we missed?

Not sticky notes

Handwritten notes on sticky notes:

- Yellow: "Main Street is the spine of the downtown. It should be a mix of uses, with residential and retail at the ground floor. Parking should be located behind buildings. This format ensures efficient use of land and maximizes daily customers and opportunities for economic activity."
- Pink: "Main Street is the spine of the downtown. It should be a mix of uses, with residential and retail at the ground floor. Parking should be located behind buildings. This format ensures efficient use of land and maximizes daily customers and opportunities for economic activity."
- Purple: "Main Street is the spine of the downtown. It should be a mix of uses, with residential and retail at the ground floor. Parking should be located behind buildings. This format ensures efficient use of land and maximizes daily customers and opportunities for economic activity."



# OUR PLAN FOR DOWNTOWN

## Okotoks

### ELMA STREET WEST AREA

#### Vision

The future of Elma Street West is an area that blends old and new, with retention and conservation of heritage assets while new buildings are added or renovated in a way that blends in seamlessly. Local small businesses and residents both flourish, while the area provides a unique location where people can still live and work on the same property. The streetscape provides for all modes of transportation, with sidewalks on both sides of streets and a continuous tree canopy.



Please share your feedback. Are there any opportunities or issues that we missed?

Let's hear from you



#### Key Policies

##### Appropriate Land Uses

Live/work, mixed-use (residential and commercial)  
Commercial  
Institutional  
Residential

##### Sensitive Infill and Redevelopment

Accommodate sensitive infill/redevelopment while conserve unique heritage qualities of Elma Street through:  
Street Design:
 

- Tree-lined streets, boulevards, on-street parking

 Building Characteristics:
 

- One to three-storey buildings
- Residential character and appearance (peaked roofs, single front door, gables, overhangs)
- Low profile front fences
- Front porches

##### Public Realm Features

Reflect historic qualities of Elma Street area and architecture through:
 

- Signage
- Lighting
- Wayfinding
- Banners
- Benches
- Pavement

# OUR PLAN FOR DOWNTOWN



**Nokotaks**

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## ELMA STREET WEST AREA

### Vision

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### Key Policies

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- Commercial
- Institutional
- Residential

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Please share your feedback. Are there any opportunities or issues that we missed?

Add many more  
✓

Don't forget to  
Elma street west  
don't forget to  
don't forget to

Don't forget to  
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## OUR PLAN FOR DOWNTOWN

### MAPLE AREA

**Vision**

The Maple Area is envisioned as a mainly residential area with a growing presence of mid-rise residential buildings. Home-businesses and live-work properties are supported to add to the unique business offerings in the Downtown. Pedestrian and multi-modal connections to Downtown (e.g. sidewalks, pathways) are strong and provide for plenty of ways for locals to move around. The streetscape provides for all modes of transportation with sidewalks on both sides of streets, boulevards and a healthy tree cover.



**Key Policies**

Primary Use	Residential
	Mid-rise multi-unit Mixed-use Home-businesses Live-work
<b>Building Types</b>	
<b>Commercial Properties</b>	Encouraged to locate in other character areas, but supported if adhering to Downtown Plan
<b>Residential Density</b>	Increased density and diversity of housing is encouraged Additional population will support downtown businesses
<b>Redevelopment Building Height</b>	Minimum: 2 storeys Maximum: 4 storeys

Please share your feedback. Are there any opportunities or issues that we missed?

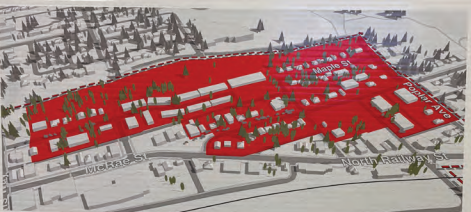


## OUR PLAN FOR DOWNTOWN


### MAPLE AREA

**Vision**


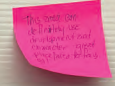


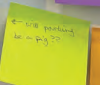

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## OUR PLAN FOR DOWNTOWN

### RIVERFRONT AREA

**Vision**

The Riverfront is envisioned as a transition area from the Main Street area to the river. The area should remain mostly natural with development only in key locations where flood mitigation can be implemented. The Riverfront is home to key institutional uses, such as the Arts & Learning Campus and Bow Valley College, adding to the opportunities in the Downtown. Additional institutional uses are encouraged to complement downtown businesses. Pathways, play areas, and art pieces are strong in the Riverfront to further enrich the experience. Safe passage across the railway tracks is provided to ensure this area always feels seamlessly connected to Downtown. Institutional, commercial and mixed-use developments may grow where appropriate to complement the area's natural beauty.



**Key Policies**

Primary Use	Sheep River Protection	Development	Auto-oriented Land Uses
Natural Area Strategic pockets of development	Protected from impacts such as pollution from untreated stormwater, garbage/litter, and erosion to riparian areas	Limited to areas that will not negatively impact natural areas along the Sheep River, including riparian areas Within these areas, supported land uses: • Institutional • Commercial • Residential • Mixed-use Must comply with flood protection and mitigation bylaws and regulations.	To be transitioned out of the Riverfront area

Please share your feedback. Are there any opportunities or issues that we missed?




## OUR PLAN FOR DOWNTOWN

### RIVERFRONT AREA

**Vision**


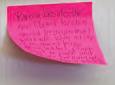
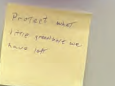
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## OUR PLAN FOR DOWNTOWN

### NEXT STEPS & EXPECTED TIMELINES

**November 2024**

- Feedback will be used to refine the draft Plan
- Full draft Plan will be released for public review
- Necessary changes to the Land Use Bylaw and Municipal Development Plan will be included

**We're Here!**

**January 2025**

The Plan and amendments to the Land Use Bylaw and Municipal Development Plan go to Council for first reading and public hearing

**Q1 2025**

The Plan goes to Calgary Metropolitan Region Board's Regional Evaluation Framework for approval

**Q2 2025**

- Council adoption
- Once adopted, Our Plan for Downtown replaces Downtown Urban Design Master Plan

**CHANGE IS INCREMENTAL**

Our Plan for Downtown sets long-term direction for infill and redevelopment.

Next year, we will undertake major work on Main Street, with a focus on North Railway Street, while private property redevelopment will depend on landowners' desires to make changes to their property.

Redevelopment could mean new buildings or modest additions to existing ones. The plan will provide direction on how redevelopment happens.



## MAIN STREET ENHANCEMENTS

### PURPOSE AND HISTORY

Portions of our downtown infrastructure are outdated and need upgrading. Water and sanitary pipe improvements initially proposed for North Railway Street in 2019 have been delayed. Replacing end of life infrastructure will improve reliability and avoid the possibility of frequent, costly, and disruptive repairs.

Our Main Street has seen prior improvements along Elizabeth Street and McRae Street. Now it's time to enhance North Railway Street and nearby parks to unify the downtown area.

This project aims to make downtown more inviting for everyone, with better public spaces and more activities. We want our downtown to be enjoyed by more people at more times of the day, at all times of year. Over time, with more people using the downtown as a communal space, this will increase connections within our community and support downtown businesses.

### WHAT DOES IT INVOLVE?

- Upgrading streets and utilities on the North Railway Street portion of Main Street in the next few years with future upgrades planned for Elizabeth and McRae Streets
- Enhanced public spaces like sidewalks and boulevards
- Improvements to Triangle Park and Pistoos Park (Okotoks Art Gallery) for better functionality, connectivity, and accessibility for all users of all ages

### PROJECT TIMELINE



Timeline milestones:

- Main Street Concept Design and Engagement Completed (2020 - 2021)
- Main Street Concept Design Refresh & Our Plan for Downtown Policy Background Work (Q2 - Q3 2024)
- Community Engagement (Q2 2024)
- Main Street Preliminary Design & Our Plan for Downtown Policy Development (Q3 2024)
- Community Engagement (Q4 2024)
- North Railway Street Construction (2025 - 2026)



## MAIN STREET ENHANCEMENTS

### COMMUNITY KEY PRIORITIES

During our engagement with the community this past summer, we heard from hundreds of Okotokians and businesses about what's important to them. We connected with businesses who will be directly impacted by construction.

Here are the main priorities and how we're responding.

What We Learned	What We're Doing
Permanent on-street parking is critical for business success. Any loss of on-street parking should be mitigated with staff parking alternatives.	On-street parking will be retained. Parking on the south side of Daggett Street has recently been formalized. A similar project to add parking to Daggett Street west of Veterans Way is being considered.
Businesses prefer construction timelines that finish faster, even with higher disruption.	The project team will consider speed as a priority. Mechanisms may be added to the construction contract to reflect this preference. The preference for speed must not result in compromising or blocking access to businesses or other significant avoidable impacts to businesses and their customers.
Disruptions to customer and delivery access during construction are major concerns.	Access during construction will be one of the highest priorities. Dedicated liaisons will be provided for quick resolution of issues. Impacted businesses and residents will have a direct line to the construction team through the liaison to resolve unexpected issues. Construction inconveniences should be expected. A high degree of communication and cooperation will be essential.
Overall cost of the infrastructure construction work is a major concern.	Costs will be transparently shared, deliberated, and approved through the Council budgeting process. Residents are encouraged to follow and participate in the discussion. A decision has been made to focus on North Railway Street (Construction Phases 1A and 1B) for the next few years. Construction in this area is anticipated to start in 2025 and last until the end of 2026.
Triangle Park should have features for kids to play on.	The design for Triangle Park will make the space welcoming and inclusive for all ages and abilities. Elements such as boulders, logs, stumps, and other natural features will give children space and encourage play. Some elements will be dual-purpose to function as seating.
Maintain the downtown's existing charm and attractiveness.	We wholeheartedly agree and have proposed some aesthetic elements to reflect the existing charming nature of our downtown and Main Street. We'd love to have your input on the character and appearance of the street.



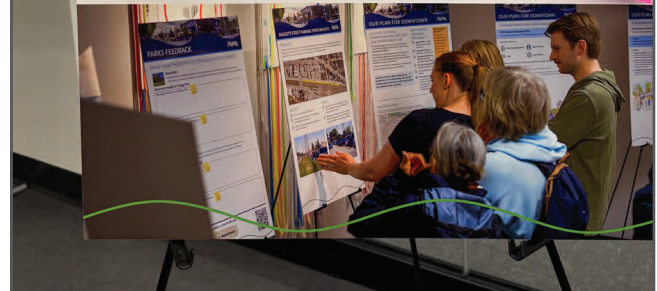
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# MAIN STREET ENHANCEMENTS

## NORTH RAILWAY STREET PRELIMINARY DESIGN

The preliminary design for North Railway Street has been completed with some early designs for the rest of Main Street. You can view the design on the table in the centre of the room.

Your feedback on the design is highly valued, so please take a moment to share your thoughts with us.

### PROPOSED CROSS-SECTION

This cross-section gives a more detailed view of the major elements and spacing.

\*Please note that all street furniture shown in the design are examples and have not yet been finalized. Your feedback will be used to understand preferences and shape the outcome.

# MAIN STREET ENHANCEMENTS

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PROPERTY LINE  
SIDEWALK  
BOULEVARD  
PARKING  
REMOVABLE FENCE  
LOW PROFILE ROLLED CURB AND GUTTER  
TRAVEL LANE  
PARKING  
BOULEVARD  
SIDEWALK  
SIDEWALK

SPACING DIMENSIONS:  
SIDWALK: 1.0m  
BOULEVARD: 2.75m  
PARKING: 2.0m  
REMOVABLE FENCE: 0.6m  
LOW PROFILE ROLLED CURB AND GUTTER: 0.3m  
TRAVEL LANE: 3.3m  
PARKING: 2.0m  
BOULEVARD: 2.75m  
SIDEWALK: 1.0m

SECTION PROPOSED MAIN STREET CROSS SECTION

Notes from participants:


- No to bollards - No to bollards
- I like the planter boxes, I would like them done in concrete or stone
- Bollards are not needed, they are not safe and they are not aesthetically pleasing
- We don't need bollards, we need more trees and greenery



# MAIN STREET ENHANCEMENTS



## BIG CHANGES



Change	Details	Impact
Buried infrastructure renewal	Replace end-of-life water and sewer pipe	<ul style="list-style-type: none"> <li>Replace infrastructure from the 1950s and 1970s that is at the end of its service life.</li> <li>New infrastructure will be reliable and provide continuous service, reducing the risks of emergency repairs.</li> </ul>
Bury overhead power	Move overhead lines to underground and upgrade street lighting	<ul style="list-style-type: none"> <li>Improve the appearance of downtown to match buried power on other parts of Main Street.</li> <li>Modernize and improve street lighting.</li> </ul>
New roundabout/traffic circle	Intersection of Lineham Ave and North Railway Street	<ul style="list-style-type: none"> <li>Today, the intersection functions okay, but north-south pedestrian access could be improved.</li> <li>Roundabout will accommodate future traffic needs and improve vehicle circulation in the downtown.</li> <li>Safer for vehicles and pedestrians, lower operating cost than signalized intersection.</li> </ul>
Street parking flexibility	Businesses can use on-street parking out front their business for outdoor commercial space	<ul style="list-style-type: none"> <li>On-street parking is staying but could be flexible to meet business needs.</li> <li>At the discretion of the business, a parking stall could be converted to a temporary outdoor area such as temporary patio, outdoor shopping areas.</li> </ul>
Intersection crosswalk changes	Crosswalks at all legs of an intersection	<ul style="list-style-type: none"> <li>Clearly indicates that pedestrians have the right of way. This change will improve connectivity and safety for pedestrians while making vehicle turns safer.</li> <li>We will add bulb-outs at all crosswalks to shorten the distance pedestrians have to walk across the road. New bulb-outs will result in the removal of parking stalls where conflicts exist.</li> </ul>
Continuous downtown sidewalks	Address gaps in sidewalk and pathway connections	<ul style="list-style-type: none"> <li>Provides a direct connection through the park to the river valley.</li> <li>Address major infrastructure deficits such as dead-end and missing sidewalks to complete connectivity of downtown.</li> </ul>
Changes to driveway accesses	In consultation with specific property owners, where safety is a concern or change supports the overall design	<ul style="list-style-type: none"> <li>Increase in safety, reduction in vehicle/pedestrian conflicts, and creating more contiguous public space.</li> </ul>
Redesign of parks	~7 trees to be removed from Pitblow Park	<ul style="list-style-type: none"> <li>Provides space necessary for roundabout, connectivity along the corridor, and increases safety and sightlines.</li> <li>As part of this project, approximately 30 trees will be planted.</li> </ul>

Please share your feedback.

We value your input on these proposed changes. Please share your thoughts to help us make the best decisions for our community.





# MAIN STREET ENHANCEMENTS

**Okotoks**

## BIG CHANGES

Change	Details
Barred infrastructure removal	Replace end of the water and sewer pipes <ul style="list-style-type: none"> <li>• Barred infrastructure from the 1950s and 1970s that is at the end of the service line</li> <li>• New water infrastructure will be reliable and provide continuous service, reducing the risk of emergency repairs</li> </ul>
Bury overhead power	Move overhead lines to underground and upgrade street lighting <ul style="list-style-type: none"> <li>• Improve the appearance of downtown to match buried power on other parts of Main Street</li> <li>• Modernize and improve street lighting</li> </ul>
New roundabout/traffic circle	Intersection of Laramie Ave and North Railway Street <ul style="list-style-type: none"> <li>• Today, the intersection functions okay, but north-south pedestrian access could be improved.</li> <li>• Roundabout will accommodate future traffic needs and improve vehicle circulation in the downtown.</li> <li>• Safer for vehicles and pedestrians, lower operating cost than signalized intersection.</li> </ul>
Street parking availability	Businesses can use on-street parking out from their business for outdoor commercial space <ul style="list-style-type: none"> <li>• On-street parking is staying but could be flexible to meet business needs.</li> <li>• At the discretion of the business, a parking stall could be converted to a temporary outdoor area such as temporary patios, outdoor shopping areas.</li> </ul>
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## PARKS FINAL DESIGNS

**Okotaks**

### TRIANGLE PARK

The parks designs are integrated with the streetscaping design. Please check out the North Railway Street design for more details.

**Today's Triangle Park**



**Concept Design for Triangle Park**



**THE FUNCTION**

- A versatile space perfect for relaxing, quick stops, casual gatherings, and community events and activities

**THE FEEL**

- Calm and welcoming environment

**THE LOOK**

- Shaded seating
- Paths and gardens
- Natural elements like boulders, stones and stumps

The park design will be welcoming and inclusive for all ages and abilities, rather than being exclusive for one type of use. Elements such as boulders, stumps, logs, and other natural features will give children opportunities for play. Some elements will be dual purpose to function as seating.

### PISTTOO PARK

**Today's Pisttoo Park**



**Concept Design for Pisttoo Park**



**THE FUNCTION**

- Plaza for art displays and community events
- Connection to the river valley via the pathway
- Mix of performance space and a quiet and reflective space

**THE FEEL**

- Quiet and reflective atmosphere ideal for learning about and enjoying art, history, and culture
- Natural and relaxing environment for longer visits

**THE LOOK**

- Shaded seating
- Open green space with trees and natural feel
- Extended patio/deck seating
- Art display areas

## PARKS FINAL DESIGNS

**Okotaks**

### TRIANGLE PARK

The parks designs are integrated with the streetscaping design. Please check out the North Railway Street design for more details.

**Today's Triangle Park**



**Concept Design for Triangle Park**



**THE FUNCTION**

- A versatile space perfect for relaxing, quick stops, casual gatherings, and community events and activities

**THE FEEL**

- Calm and welcoming environment

**THE LOOK**

- Shaded seating
- Paths and gardens
- Natural elements like boulders, stones and stumps

The park design will be welcoming and inclusive for all ages and abilities, rather than being exclusive for one type of use. Elements such as boulders, stumps, logs, and other natural features will give children opportunities for play. Some elements will be dual purpose to function as seating.

### PISTTOO PARK

**Today's Pisttoo Park**



**Concept Design for Pisttoo Park**



**THE FUNCTION**

- Plaza for art displays and community events
- Connection to the river valley via the pathway
- Mix of performance space and a quiet and reflective space

**THE FEEL**

- Quiet and reflective atmosphere ideal for learning about and enjoying art, history, and culture
- Natural and relaxing environment for longer visits

**THE LOOK**

- Shaded seating
- Open green space with trees and natural feel
- Extended patio/deck seating
- Art display areas

*Handwritten notes on sticky notes:*

- Triangle Park is a mix of art, history, and nature. Let's change the look and feel to be more welcoming and inclusive.
- Let's create a quiet and reflective space for art and history.
- Let's create a mix of performance space and a quiet and reflective space.
- Let's create a plaza for art displays and community events.
- Let's create a connection to the river valley via the pathway.
- Let's create a mix of performance space and a quiet and reflective space.
- Let's create a shaded seating area.
- Let's create a path and garden.
- Let's create a natural feel with boulders, stones, and stumps.

## MAIN STREET ENHANCEMENTS

**Okotaks**

### DESIGN FEATURES

**Infrastructure & Utilities**

- Renewed deep utilities
- Better traffic flow & safety with the roundabout
- Buried overhead powerlines

**Parking & Accessibility**

- Balancing walkability with convenient parking
- Adjustments to parking, but retaining on-street parking on Main Street
- Flexible parking spaces for businesses to choose how to use the space

**Pedestrian & Public Spaces**

- Pedestrian-friendly design
- More pedestrian crossings and better connectivity throughout the corridor
- More space for sidewalks & boulevards
- More seating for pedestrian comfort, including shade structures/canopies
- Improved tree canopy
- Opportunities for decorations on light stands
- Better street lighting
- Barrier-free space between parking stalls & roadway to improve event accessibility
- New spaces for community events & casual gatherings, and improved park spaces
- Supporting flexibility for events in the downtown

### SHARE YOUR FEEDBACK!

Please write your thoughts on North Railway Street's preliminary design on a post it or directly on the street design.

*Handwritten notes on sticky notes:*

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## MAIN STREET ENHANCEMENTS




### GIVE US YOUR FEEDBACK ON AESTHETICS

We want your input on Main Street's design. To keep our downtown charming, we need your feedback on the styles you prefer. Your input will help us finalize the design.


Tell us what you like about these options. Some choices may reflect our historic past and charming downtown atmosphere, while others might show a more contemporary look. We'd love your help identifying the individual elements and colours within the design options presented below that best reflect the downtown Okotoks we want to build together.


 Your comments are very helpful to the design team. Please use sticky notes to give us your thoughts. Use dots to mark specific parts of the design you like or don't like.

 Post-its: Comments

-  Green dots: I love this! This design style fits with the character of Main Street.
-  Yellow dots: I like this. Parts of this design fit with the character of Main Street (please explain what parts you like).
-  Red dots: I'm not sure about this. Parts of this design don't fit the character of Main Street (please explain what parts you're not sure about).

### DESIGN OPTIONS




Please share your feedback: 


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### DESIGN OPTIONS



Please share your feedback: 

*Handwritten notes on sticky notes:*

- Benches: I like the wooden benches.
- Planters: I like the planters with the wooden benches.
- Lighting: I like the lighting with the wooden benches.
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- Planters: I like the planters with the wooden benches.
- Lighting: I like the lighting with the wooden benches.

## MAIN STREET ENHANCEMENTS

### CONSTRUCTION INFORMATION

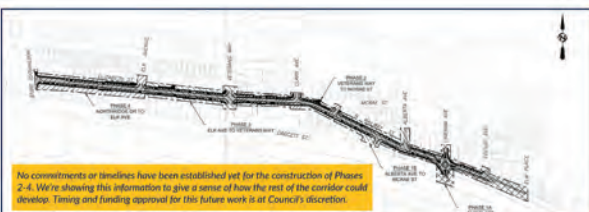
Construction will cause disruptions, but we're committed to working with you to minimize the impact. We'll keep talking with affected businesses and residents throughout the design and construction phases.

The map below shows a possible division of construction areas identified in our preliminary design. These areas outline where construction will occur in 2025 and 2026 as Phases 1A and 1B.

### DIFFERENT IMPACTS IN DIFFERENT AREAS

During Stages 1A and 1B, we need to replace deep utilities and bury overhead power lines. This will take longer and could affect more land because we must expose the deep utilities before replacing them. Essential water and sewer services will be maintained during this work.


Later phases (Phases 2-4) will mainly affect the streetscape, with some minor deep utility work to move fire hydrants out of the road medians and improve drainage.



*Map note:* No commitments or timelines have been established yet for the construction of Phases 2-4. We're showing this information to give a sense of how the rest of the corridor could develop. Timing and funding approval for this future work is at Council's discretion.

### INTERIM PARKING

Temporary parking solutions are scheduled to correspond with each construction phase. For instance, the Daggett Street parking area (east of Veterans Way) was completed before the commencement of construction next spring to offset the parking temporarily impacted by construction.



## MAIN STREET ENHANCEMENTS

### CONSTRUCTION INFORMATION

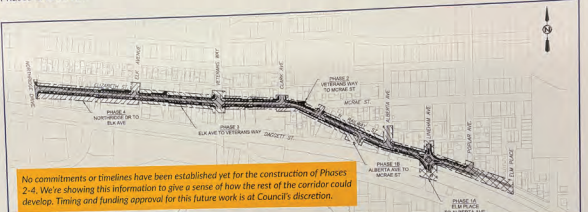
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*Handwritten notes on sticky notes:*

- Interim parking: I like the interim parking.
- Benches: I like the wooden benches.
- Planters: I like the planters with the wooden benches.
- Lighting: I like the lighting with the wooden benches.



## MAIN STREET ENHANCEMENTS

### BUSINESS SUPPORT AND MITIGATION MEASURES

Businesses will remain open, and we'll be here for you.

- There'll be direct communication between the Town, the construction team, the design team, and anyone affected.
- We'll keep pedestrian and delivery access open for businesses and residences.
- Temporary access will be provided during construction.
- Water and sanitary services will continue throughout construction, except for minor disruptions of 1-2 hours when temporary services are installed and removed.
- We'll avoid or minimize construction impacts where possible.

### GETTING READY FOR CHANGES AND CONSTRUCTION

If you own, operate, or reside at a property affected by construction along North Railway Street, the Town will contact you.

The Town's engineering department will reach out directly to landowners and business operators about any potential improvements that could impact their property for the 2025 - 2026 construction work proposed.

### EXAMPLES

The images below show examples of how we can accommodate or reduce disruptions during construction.



### COMMUNITY FEEDBACK REQUESTED

We value your thoughts and feedback. These construction boundaries and business supports are not final, and your input can help us make refinements. Do these boundaries work for your business or residence? What else should we know?

Are there any other things we need to consider to mitigate construction impacts on businesses?

Please share your feedback: 

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Are there any other things we need to consider to mitigate construction impacts on businesses?

Please share your feedback: 

*Handwritten feedback on pink sticky note:* We are in the process of moving our business to a new location. Please consider this when planning the construction work.

## MAIN STREET ENHANCEMENTS

### COST AND COUNCIL BUDGET APPROVAL PROCESS

#### BUDGET 2025

Council will discuss Phases 1A and 1B of this project during the 2025 budget process happening in November 2024.

#### FUTURE APPROVALS REQUIRED

Phases 2-4 of this project are not included in the current 2025 budget. Council will be informed about the estimated costs of these phases while considering Phases 1A and 1B. Approval for future Phases 2-4 may occur during future budget discussions.



To learn more, stay informed about meetings, understand the project costs, and follow along, visit the Town's website:

[www.okotoks.ca/budget](http://www.okotoks.ca/budget)

[www.shapeourtown.okotoks.ca/budget-2025](http://www.shapeourtown.okotoks.ca/budget-2025)



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*Handwritten feedback on various sticky notes:*

- "Read a traffic count at Junction Center. We need to look at the data. We are waiting a while for the entire street."
- "I love the traffic circle plan. Please move us down instead of traffic light."
- "We need to be able to see the data. We need to be able to see the data. We need to be able to see the data."
- "Traffic circles. Both ways! Please consider this."
- "I think the 15 parking spaces in parking lot are a good idea."
- "Align the end of the Capital Plan."




## MAIN STREET ENHANCEMENTS

### TEMPORARY MAIN STREET IMPACTS

During construction on North Railway Street, some events will change temporarily. The Town is planning these changes now. For example, we might relocate the Okotoks Parade and Children's Festival route to the west half of downtown. Events normally hosted at the Olde Towne Plaza (Stephenson Park) are expected to continue.

We're lucky to have great public spaces at Ethel Tucker Centennial Park and the Arts and Learning Campus. These spaces will be the focal point of events during construction. More details will come before the events.



## WHAT ABOUT PARKING?


### PARKING CHANGES

There will be some changes, but on-street parking is not being removed from Main Street (Elizabeth, McRae, and North Railway Streets). This project does not include blanket parking removal, but some existing parking stalls will be affected. You can see examples of this on the preliminary design drawings, such as at intersections where new pedestrian crosswalks are being added.


### 2024 DOWNTOWN PARKING STUDY

The Town updated its downtown parking study in 2024. Key takeaways include:

- There is sufficient overall parking supply today.
- There are hot spots and high-use areas, but parking is available within a 2-block walking distance.
- A large amount of redevelopment can occur in the downtown before current parking management needs to be reviewed.




#### PEAK ON-STREET & PEAK WEEKEND PARKING DEMAND




### MANAGING PARKING IN THE DOWNTOWN

As Okotoks grows, we need to carefully manage the available on-street parking. The Town does this by periodically counting the number of available on- and off-street parking stalls and observing how many are used throughout the day and during peak hours. This helps us understand where localized parking "hot spots" might be arising. If needed, the Town will address new parking issues, potentially study them, gather input from the public or nearby businesses, implement a change, and generally manage parking demand and supply.

#### WEEKDAY PARKING



#### WEEKEND PARKING



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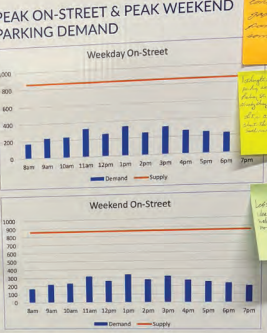
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#### WEEKDAY PARKING



#### WEEKEND PARKING



## NEXT STEPS

## THANK YOU FOR ATTENDING!

### STAY IN TOUCH

We want to hear from you if you have questions, concerns, or issues now and during construction. Keeping the dialogue open will benefit everyone. We value your perspectives and insights on the impacts of these changes. Here are some ways to stay connected with us:

-  FOLLOW OUR PROJECT ONLINE  
shapeourtown.okotoks.ca/downtown
-  STAY ALERT FOR LETTERS/MAILOUTS FROM THE TOWN
-  QUESTIONS? CONTACT US ANYTIME!  
If you need more information, please email: [engineering@okotoks.ca](mailto:engineering@okotoks.ca)

### NEXT STEPS

-  Finalize Our Plan for Downtown and North Railway Street design (late 2024 - early 2025)
-  Hire construction services for North Railway Street (early 2025)
-  Approve Our Plan for Downtown Plan (early 2025)
-  Start North Railway Street Construction (2025 - 2026)

Please provide us with feedback on this event. We wish to be responsive to the community's needs, so if there's something we can do differently at future events, please let us know! Confidential surveys are available at the front.



*"Enhancing our downtown with more accessible, welcoming spaces that reflect our community's unique spirit is an exciting opportunity for all of us. Public input is essential to making this vision a reality, and we invite everyone to participate by sharing their ideas and feedback. Together, we're building a downtown we can all be proud of."*

— Mayor Thorn



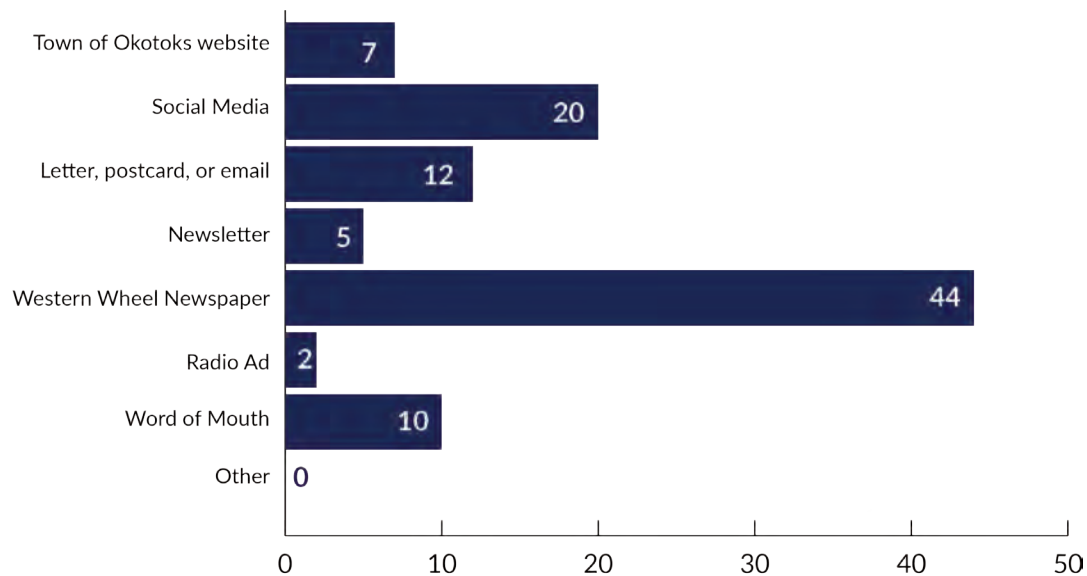
## Appendix D:

### Open House Evaluation Feedback

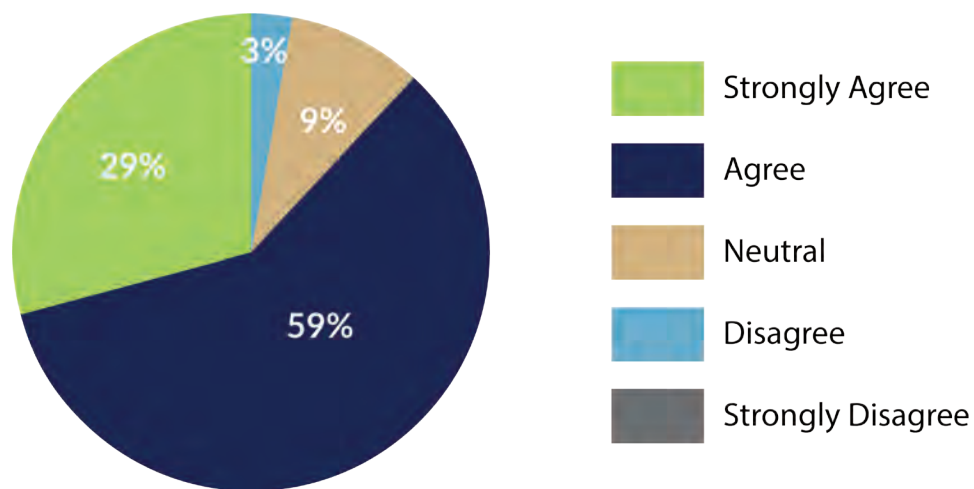
45 participants provided feedback on the in-person open house event.

Below are the compiled responses to the evaluation questions provided on the November 13, 2024, open house event held at the Bow Valley College Okotoks Campus (7 Riverside Drive).

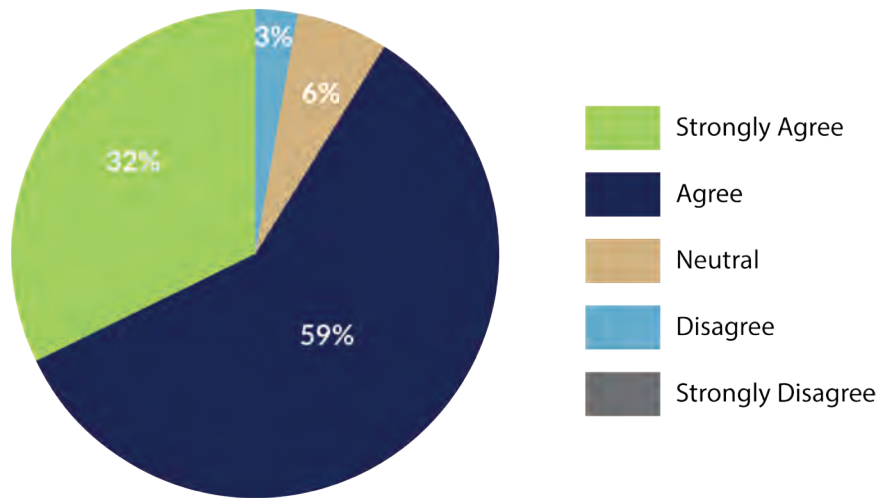
#### How did you hear about today's event?



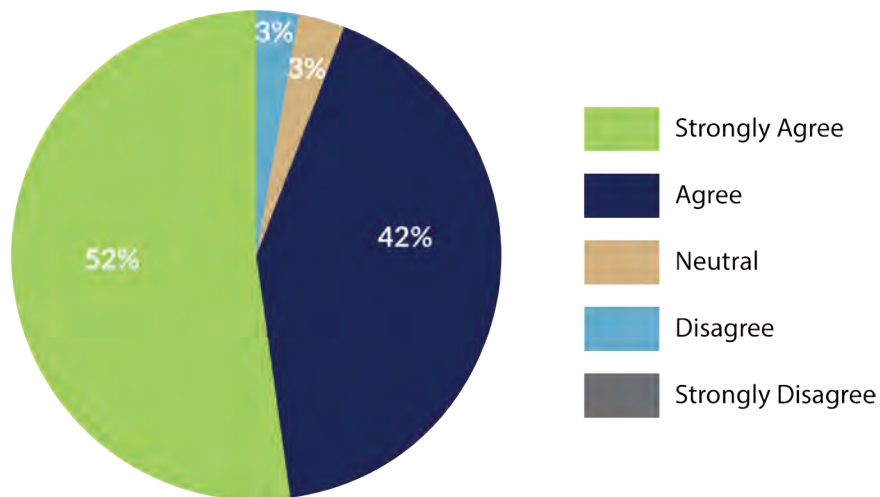
#### I was satisfied with the overall experience of today's event.



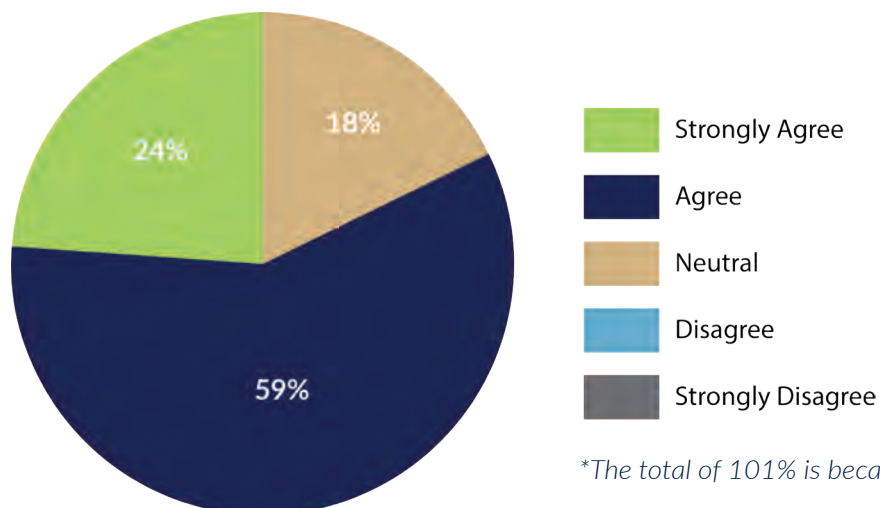
**The information presented today was clear and helped me to understand what is being proposed for our downtown.**



**The project team was able to answer my questions and provide relevant information.**

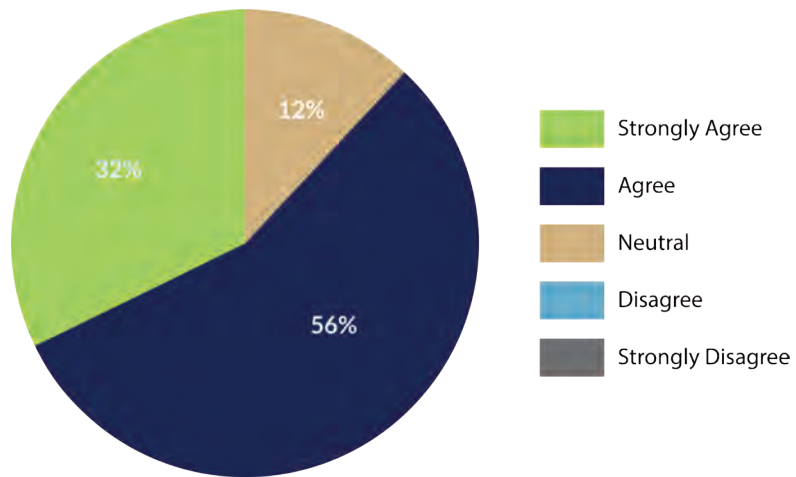


**I understand the project process and next steps.**



*\*The total of 101% is because of rounding*

**The timing of the event was convenient.**



**The event location was accessible.**

