Old Town Community Plan

June 5, 2019
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Sub-consultants: POPULUS Community Planning Inc.,
ISL Engineering and Pillar Systems
Acknowledgements

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The Old Town Community Plan was prepared through the collaborative work of the following people and groups:

- Town of Stony Plain Council
- Town of Stony Plain Municipal Planning Commission
- Old Town Community Plan Advisory Working Group
- Old Town Community Plan Technical Advisory Committee
- Town of Stony Plain Planning Division
- GSA Consulting Inc.
- POPULUS Community Planning
- ISL Engineering
- Pillar Systems
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1. Project Overview
1.1. **Context**

The Town of Stony Plain is located in central Alberta, approximately 20km west of the province's capital, Edmonton, at the intersection of Highway 779 and Parkland Highway (Hwy 16A). The townsite is well connected to other parts of the Edmonton Metropolitan Region by the region’s transportation utility corridor, the Anthony Henday Drive and regional highways including the Yellowhead and Parkland Highways. Given the town’s proximity to other major urban centres, its role has primarily been as a residential community within the Edmonton region. In recent years its industrial and commercial sectors have expanded.

Since 2001, Stony Plain has grown from a population of 9,589 to more than 17,000 in 2016. This near doubling of the town’s population has necessitated the creation of new residential subdivisions around the town and ongoing annexations from Parkland County.

Stony Plain’s Old Town Community Plan (OTCP) area has long been the town’s commercial and cultural heart, hosting the town’s oldest communities and many important facilities and amenities. Today, Main Street is home to many businesses and is only a short walk from many important recreational and institutional facilities including the Glenn Hall Arena, Family Connection Centre, Stony Plain Central School, Town Hall and the Multicultural Heritage Centre. The area is also well connected to other growing parts of the town including the Highway 779 corridor as well as new residential neighbourhoods like the Brickyard at Old Town to the west.

1.2. **Purpose**

The purpose of this document is to provide a cohesive vision, policy framework and implementation plan to guide future development and redevelopment of the OTCP area. The implementation of this plan will ensure that there is a unified sense of place throughout the OTCP, clearly distinguishing it as Stony Plain’s cultural and commercial heart. Some early work has been undertaken to improve the sense of place of the area including creation of a major destination at Heritage Park as well as streetscape repairs and enhancements to Main Street. This plan builds on previous planning and economic development strategies and aligns upcoming publicly driven projects to create a predictable framework and shared vision to allow for private and public investment in the area. Key goals of the plan are to:

- Promote continued economic development by aligning with the Town’s economic development goals.
- Provide a framework for updates to the Municipal Development Plan, Land Use Bylaw and the coordination of long-term capital improvements related to the implementation of the OTCP.
- Maintain and build on the area’s attraction and use as the hub of the community.
- Provide for the intensification of the OTCP area to achieve a more sustainable pattern of urban development as well as identifying the Town’s Urban Centre in relation to the EMRB’s Growth Plan.
- Provide a plan for integrating the development of the Recreation and Cultural Campus (initially identified as the Special Study Area in the Town’s Municipal Development Plan) with the surrounding neighbourhoods.
- Provide a detailed and feasible plan to support the achievement of the OTCP vision over the next 15 years.
Map 1 Old Town Community Plan Surrounding Context

Legend
- Old Town Community Plan Boundary
- Old Town Community Plan Area of Influence
- Neighbouring Area Structure Plan
- Town of Stony Plain Boundary
- Municipal Park Space
- Main Street / 50 Street Corridor
- Railway
- Provincial Highway
- Pipeline Corridor
- Water Body
1.3. **Plan Area Extent**

The OTCP area includes Stony Plain’s Old Town historic, arts and cultural community neighbourhood and its surrounding neighbourhoods, as indicated in Map 1 Old Town Community Plan Surrounding Context. These include the low-density residential, commercial and institutional areas north of the CN Rail tracks, the commercial areas surrounding the intersection of Highway 779 and 49 Avenue as well as the residential communities of Meridian Heights, Woodlands and a portion of Forest Green.

The OTCP area includes approximately 260 hectares (640 acres) of land, which encompasses Main Street, the town’s main recreation hub and historic area, and Highway 779. The plan area is bounded by:
- Parkland Highway (16A) to the north;
- The Glens and Heritage Estates communities to the south;
- The planned residential community of the Brickyard at Old Town and Parkland Gateway to the west; and
- Brown Street and Meridian Heights to the east.

In addition, the OTCP exerts an area of influence which provides recommendations on areas outside of the study area to leverage synergies and achieve the goals of the plan in a holistic way. While the plan contains recommendations for those areas it does not manage policy in those areas. The area of influence includes:
- Areas under development including the Brickyard at Old Town and Parkland Gateway Area Structure Plan areas; and
- Residential areas to the east and south of the study area.
2. Existing Characteristics
2.1. History and Evolution
This plan recognizes that its area is located on Treaty 6 lands which have, since time immemorial been home to members of distinct First Nations including the Cree, Dene and Sioux who have shaped the town’s past and continue to bring energy and vibrancy to the town now and into the future.

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1892</td>
<td>An early homesteader, John L. MacDonald settles in Dog Rump Creek and applies for a post office.</td>
</tr>
<tr>
<td>1905</td>
<td>The Edmonton, Yukon and Pacific Railway surveys the area and begins construction.</td>
</tr>
<tr>
<td>1906</td>
<td>The two buildings making up the townsites of Dog Rump Creek, the Miller Bros. store and Oppertshauser Hardware Store are moved five kilometers to the corners of 50 Street and 51 Avenue to be closer to the train tracks that have just arrived in the area.</td>
</tr>
<tr>
<td>1908</td>
<td>Stony Plain is incorporated as a town, forgoing its previous name of Dog Rump Creek.</td>
</tr>
<tr>
<td>1910</td>
<td>Henry Oppertshauser, a prominent local resident and business owner constructs a family home that now stands as the Oppertshauser House on the grounds of the Multicultural Heritage Centre.</td>
</tr>
<tr>
<td>1925</td>
<td>The town’s first high school is constructed in what will become known as the “The Old Brick School”, now home to the Multicultural Heritage Centre’s Library and Archives.</td>
</tr>
<tr>
<td>1989</td>
<td>Stony Plain merges its heritage character and artistic environment in a pilot project to draw visitors by establishing a total of 16 murals depicting historical and contemporary scenes of the town.</td>
</tr>
<tr>
<td>2010</td>
<td>Folkstone Place is developed west of Main Street and adjacent to the CN Rail tracks.</td>
</tr>
<tr>
<td>2016</td>
<td>Barth and Gosset Manor is constructed and becomes Stony Plain’s first six-storey building.</td>
</tr>
</tbody>
</table>

2.2. Population Growth and Housing

Past Trends
Stony Plain has a population of 17,189 (Federal Census 2016) which represents a 14.2% increase from 2011.

![Graph showing population growth](image-url)

*Figure 1: Population and annual growth in Stony Plain based on Federal census years.*
**Housing**

According to the 2016 census single detached houses represented 62.7% of all occupied private dwellings. The rest of the housing stock includes 18.3% low rise apartments (5 or less stories), 10.3% semi-detached homes, and the remaining 8.7% broken up between mobile homes, duplex apartments, row houses and other forms of semi-detached housing.

<table>
<thead>
<tr>
<th>23.5 dwelling units/ha in the Old Town neighbourhood</th>
<th>10.3% Semi-detached homes</th>
<th>62.7% Single Detached Houses</th>
</tr>
</thead>
<tbody>
<tr>
<td>52.4 dwelling units/ha in Forest Green West</td>
<td>127 units in the largest multi-dwelling development</td>
<td>18.3% Low Rise Apartments (5 stories or less)</td>
</tr>
<tr>
<td>1,949 existing dwellings in the OTCP area</td>
<td>104 Age of the oldest home in the OTCP area</td>
<td></td>
</tr>
</tbody>
</table>

*Figure 2 Housing statistics in Stony Plain (Housing density based on 2015 analysis of Town’s housing data).*

**Future Growth**

**Edmonton Metropolitan Region Board Growth Forecasts**

2015 estimates from the Edmonton Metropolitan Region Board (EMRB) indicate that the town is expected to continue to grow by an average of 3.1% and 4.7% in low-growth and high-growth scenarios.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2014</th>
<th>2044</th>
<th>Avg Annual Change (2014 - 2044)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Growth</td>
<td>16,700</td>
<td>32,200</td>
<td>3.1%</td>
</tr>
<tr>
<td>High-Growth</td>
<td>16,700</td>
<td>40,000</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

*Table 1 Regional Population Growth Forecast based on the Edmonton Metropolitan Region Growth Forecasts (2015)*

**Municipal Population Forecasts**

Population estimates recently conducted for the Town of Stony Plain by Applications Management were used to identify potential housing needs in the OTCP area and are indicated in Table 2: Population Growth Forecasts.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2017</th>
<th>2027</th>
<th>2037</th>
<th>Avg Annual Change (2017-2037)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Growth</td>
<td>17,534</td>
<td>19,699</td>
<td>21,541</td>
<td>1.0%</td>
</tr>
<tr>
<td>Medium-Growth</td>
<td>17,534</td>
<td>20,476</td>
<td>23,971</td>
<td>1.6%</td>
</tr>
<tr>
<td>High-Growth</td>
<td>17,534</td>
<td>21,353</td>
<td>26,845</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

*Table 2 Local Population Growth Forecast extracted from Town of Stony Plain Population and Employment Forecast, September 21, 2018.*

**Planned Future Growth**

Future growth in this plan is based on the municipal population forecasts conducted by Applications Management in 2017 which include more modest growth rates and more up-to-date census figures. Our estimates indicate that
Stony Plain will reach a population between 20,700 and 25,000 by the end of this plan’s life span, based on the same low and high average annual growth scenarios. These estimates indicate an expected growth of between 3,170 and 7,500 residents.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2017</th>
<th>2019</th>
<th>2024</th>
<th>2029</th>
<th>2034</th>
<th>Avg Annual Change (2017-2037)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Growth</td>
<td>17,534</td>
<td>17,885</td>
<td>18,779</td>
<td>19,718</td>
<td>20,704</td>
<td>1.0%</td>
</tr>
<tr>
<td>High-Growth</td>
<td>17,534</td>
<td>18,305</td>
<td>20,319</td>
<td>22,554</td>
<td>25,035</td>
<td>2.2%</td>
</tr>
</tbody>
</table>

Table 3 Planned Future Growth Estimate extracted from Town of Stony Plain Population and Employment Forecast, September 21, 2018.

Future Growth and Aspirational Infill Targets

The Edmonton Metropolitan Region Board (EMRB) Growth Plan provides aspirational infill targets for all municipalities in the EMRB. For Stony Plain, the aspirational infill target is 15% of all net new dwellings in the community. To achieve the 15% aspirational target over the next 15 years, the OTCP area must accommodate additional units to house between 475 and 1125 additional residents. Stony Plain’s average residential household size is 2.5 persons per dwelling. To meet the 15% infill, target the OTCP area needs to accommodate between 190 and 450 additional units over the next 15 years.
2.3. **Main Economic Sectors**

**Stony Plain Sectors and Services**

Stony Plain is the westernmost urban municipality of the Edmonton Metropolitan Region. The town’s proximity and good access to both Edmonton, the Edmonton International Airport and surrounding industrial and commercial areas (notably the Acheson industrial area) ensure that it is well placed to contribute to the ongoing economic growth that has characterized the region. This proximity to other regional partners also creates competition between the town and its regional neighbours as they seek to attract new development and economic growth. The town’s location serves it well as the closest potential concentration of amenities and businesses for residents living in the areas west of the town.

**Driver and Support Industries**

Future driver industries for employment were identified in the 2017 population forecasts by Applications Management. In 2017, there were an estimated 3,629 driver industry jobs in Stony Plain. This number is expected to grow an average of 2.3% over the next 20 years.

<table>
<thead>
<tr>
<th>Driver Industry</th>
<th>2017</th>
<th>2027</th>
<th>2037</th>
<th>Avg Annual Change (2017 - 2037)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts and Cultural Industries</td>
<td>284</td>
<td>397</td>
<td>555</td>
<td>3.4%</td>
</tr>
<tr>
<td>Local Food and Food Processing</td>
<td>386</td>
<td>524</td>
<td>711</td>
<td>3.1%</td>
</tr>
<tr>
<td>Health Services</td>
<td>561</td>
<td>733</td>
<td>957</td>
<td>2.7%</td>
</tr>
<tr>
<td>Agriculture Support</td>
<td>462</td>
<td>574</td>
<td>714</td>
<td>2.2%</td>
</tr>
<tr>
<td>Construction / Transportation and Warehousing</td>
<td>937</td>
<td>1,154</td>
<td>1,420</td>
<td>2.1%</td>
</tr>
<tr>
<td>Support Activities for Energy and Extraction</td>
<td>826</td>
<td>959</td>
<td>1,113</td>
<td>1.5%</td>
</tr>
<tr>
<td>Business and Professional Services</td>
<td>173</td>
<td>193</td>
<td>215</td>
<td>1.1%</td>
</tr>
<tr>
<td>All Driver Industries</td>
<td>3,629</td>
<td>4,533</td>
<td>5,684</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

*Table 4 Stony Plain driver Industry Forecast extracted from Town of Stony Plain Population and Employment Forecast, September 21, 2018.*
Support industries in Stony Plain provide an estimated 3,462 jobs in industries like health care and social assistance, education, retail, public administration, utilities, and accommodation and food services. Employment in these sectors is also expected to grow alongside the driver industries and may be expected to provide an additional 1,649 net new jobs in town by 2037.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail trade</td>
<td>527</td>
<td>654</td>
<td>802</td>
<td>275</td>
</tr>
<tr>
<td>Public Administration</td>
<td>399</td>
<td>471</td>
<td>556</td>
<td>157</td>
</tr>
<tr>
<td>Educational Services</td>
<td>630</td>
<td>698</td>
<td>776</td>
<td>146</td>
</tr>
<tr>
<td>Other (except public administration)</td>
<td>420</td>
<td>484</td>
<td>559</td>
<td>139</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>227</td>
<td>289</td>
<td>360</td>
<td>133</td>
</tr>
<tr>
<td>Utilities</td>
<td>232</td>
<td>284</td>
<td>346</td>
<td>114</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>631</td>
<td>672</td>
<td>719</td>
<td>88</td>
</tr>
<tr>
<td>All other industries</td>
<td>396</td>
<td>671</td>
<td>993</td>
<td>597</td>
</tr>
<tr>
<td>Total</td>
<td>3,462</td>
<td>4,223</td>
<td>5,111</td>
<td>1,649</td>
</tr>
</tbody>
</table>

Table 5 Stony Plain Support Employment Forecast extracted from Town of Stony Plain Population and Employment Forecast, September 21, 2018.

This plan provides opportunities for businesses from the driver and support industries to locate in the OTCP area and specifically provides opportunities for businesses that are suited for an urban setting. These include arts and cultural industries, business and professional services as well as retail, education, public administration, and accommodation and food services.

Old Town Sectors and Services
Businesses in the OTCP area are a mix of food establishments, services and retail establishments, including specialty clothing, antique, arts and crafts, and home decoration shops. The Co-op and Freson Bros food stores are retail anchors in the OTCP area.

The OTCP area is also home to a collection of business and professional services, including accountants, lawyers and medical offices, which support the town’s residents.

Institutional services found in the OTCP area include a variety of recreational areas, schools, religious assemblies and town, and provincial offices.
2.4. Parks and Open Spaces

The OTCP area has over 115 hectares (284 acres) of green space in the form of public parks and recreation spaces. These areas offer many opportunities for recreation as shown on Map 2 Existing Parks and Open Spaces. Existing designated open spaces within the extent of the OTCP area include:

- Heritage Park;
- Rotary Park;
- Shikaoi Park;
- Stony Plain Outdoor Pool and Spray Park;
- Parkland County Demonstration Farm (Destination Park);
- Connector park between 56 Avenue and 48 Street;
- Stony Plain Skate Park;
- Lions Playground (Neighbourhood Park); and
- Neighbourhood Park along Brown Street.

Separate public pathway systems along 50 Avenue and Whispering Waters Creek, as well as the sidewalks and boulevards along 48 Street, 50 Street and 49 Avenue also form part of the town’s open space network. These trails and public realm elements provide an off-street network of connected recreation areas that also serve to connect key destinations and neighbourhoods within the community.

In addition to these parks, there are five educational institutions within or in proximity to the OTCP area, all of which offer various active and passive recreation opportunities. These include:

- St. John Paul II Catholic School;
- SML Christian Academy;
- Stony Plain Central School;
- Forest Green School; and
- École Meridian Heights School.
Map 2 Existing Parks and Open Spaces

Legend
- Old Town Community Plan Boundary
- Key Building
- Public Park
- Private Park
- School / Educational Land
- Natural Area on Private Land
- Trail
- Water body

Scale: 400m
2.5. **Transportation and Parking**

**Roadways**
The Town’s *Transportation Classification Plan* classifies the OTCP area’s transportation network into three functional classifications:

- Local – Lowest traffic volume and infrastructure needs;
- Collector – Medium traffic volume and infrastructure needs; and
- Arterial – Highest traffic volume and infrastructure needs.

The existing roadway hierarchy within and surrounding the OTCP area is shown on Map 3 Existing Transportation Network.

**Active Transportation**
The OTCP area has a network of off-street multi-use trails that run through parks and along road rights-of-way that serve as the primary active transportation infrastructure in the area. These connections offer a parallel network to some of the major roadways through town by providing a separated and safe area for people to walk, run or cycle either for leisure or commute.

The existing active transportation network is mostly aligned with the roadway functional classifications. The existing collector class roadways do not address active transportation needs given the roadway speeds and capacity. This gap is an opportunity to improve active transportation functionality moving forward.

Sidewalks are present throughout most of the OTCP area with a notable exception being the residential portion of 50 Street where it passes north of the CN Rail Line. Additional stretches of some residential streets may also only have sidewalks on one half of the street including:

- 46 Street north of 44 Avenue;
- 47 Street in front of the Alberta Rose Manor;
- Segments of Highway 779; and
- 52 Street south of 51 Avenue.

**Parking**
Off-street parallel parking or angle parking opportunities exist along most roadways within the OTCP area. In addition, a large number of off-street surface parking lots also exist within commercial, institutional, higher density residential and hospitality sites throughout the OTCP area. However, those surface lots are less common in the areas directly surrounding Main Street. This is understandable, given the smaller scale of development in those central areas compared to the larger lots available north of the CN Rail tracks and adjacent to the highway 779 corridor. This observation is confirmed by the Town’s most recent *Downtown Parking Strategy* (2009) which identifies Main Street and Town Core as having the most constraints on parking.

The *Downtown Parking Strategy* indicates that the Main Street and Town Core areas, have sufficient on-street parking through the existing angle parking scheme although it appears that Town-owned, off-street parking is almost entirely used in the evenings and weekend peak periods and could be increased.
Map 3 Existing Transportation Network

Legend
- Old Town Community Plan Boundary
- CN Rail Line
- Provincial Highway
- Arterial Road
- Collector Road
- Local Road
- Alley
- Trail
- Water body

[Map of the existing transportation network with various road types and symbols indicated]

[Scale bar indicating 400m]
2.6. Water Distribution and Wastewater Collection

A review of existing engineering documents related to water and wastewater was undertaken to understand the existing capacity and physical condition of underground utilities in the OTCP area.

Three factors were considered regarding water distribution and wastewater collection:

- Coverage;
- Capacity; and
- Physical Condition.

Coverage

Distribution of municipal water and sewer throughout the OTCP area is visible in Map 4 Existing Water and Wastewater. The map shows much of the area is serviced but several key locations remain to be serviced. These include:

- Properties along 50 Street north of the CN Rail line;
- Properties along 47 Avenue, east of Highway 779; and
- Properties along 47 Avenue, west of 50 Street

Water and Wastewater Capacity

A review of the 2008 Water Distribution System Master Plan Update indicated that there were nearly 20 locations within Stony Plain that, at that time, lacked enough capacity to accommodate fire flows. The wastewater system in the OTCP area can currently support the existing service need although there may be a need to upgrade some lines as redevelopment occurs.

The Draft Water and Sanitary Master Plan Update (2018) indicates several locations where additional fire hydrants are recommended to improve hydrant coverage as well as locations to upsize water mains throughout the OTCP area to meet modern fire flow requirements.

In addition, the Draft Water and Sanitary Master Plan Update indicates the need to increase the pumping capacity of the water network to meet current and future demands, as well as additional pumps in select locations to reduce no-flow situations.

For the wastewater system, the plan identifies priority improvements to the Central trunk line along Brown Street to upsize the sewer main along 52 Avenue and Brown Street through the OTCP.

Physical Condition

There is currently a lack of available physical condition reviews for both water distribution and wastewater management systems in the OTCP area. As such, the physical condition assessment of the water and wastewater system is based on the age of infrastructure and expected lifespans at the time of construction. Given the current age of the system, its expected lifespan could be between 0 to 25 years. Without further assessment, including ground-truthing the physical condition of the infrastructure, it is not possible to provide a more detailed assessment.
Map 4 Existing Water and Wastewater Networks

Legend
- Old Town Community Plan Boundary
- Railway Line
- Existing Water Line
- Water body
- Existing Wastewater Line
- Stormwater Management Pond
3. Existing Statutory Framework
3.1. **Municipal Government Act**
The OTCP has been prepared in accordance with the requirements of the *Municipal Government Act* (MGA). Section 634 of the MGA enables a municipal council to adopt an area redevelopment plan (ARP) to provide a framework for redevelopment of an area. Section 635 of the MGA specifies that:

An area redevelopment plan

(a) must describe:

i. The objectives of the Plan and how they are proposed to be achieved,

ii. The proposed land uses for the redevelopment area,

iii. If a redevelopment levy is to be imposed, the reasons for imposing it; and

iv. Any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary.

And

(b) may contain any other proposals that the council considers necessary.

3.2. **North Saskatchewan Regional Plan**
In the future, the OTCP may be amended to align with the *North Saskatchewan Regional Plan* (NSRP), currently being developed under the *Alberta Land Stewardship Act* as shown in Figure 3 The North Saskatchewan Regional Plan Area.

![Figure 3 The North Saskatchewan Regional Plan Area](image)
3.3. Edmonton Metropolitan Region Board Growth Plan

Stony Plain is a member municipality of the Edmonton Metropolitan Region Board (EMRB). This provincially mandated growth board represents a responsible and collaborative approach to regional governance within the Edmonton Metropolitan Region.

In the fall of 2017, the EMRB updated its regional Growth Plan. The Growth Plan identifies Stony Plain as part of the “Metropolitan Area” within the region and outlined overarching policies to guide the town and region’s growth. Schedule 2 of the Growth Plan identifies the OTCP area as an urban centre at a regional scale which is described as:

“Central urban areas in the metropolitan area that provide a sub-regional level of service. Urban centres are intended to accommodate mixed-use development at higher intensities and include downtowns and central areas of urban communities.”

Aspirational Intensification Target

The Growth Plan also identifies a set of minimum and aspirational intensification targets for all municipalities in the region. The plan targets an aspirational intensification target of 15% of all new dwellings to be constructed in the built-up urban areas of the town.

Aspirational Urban Centres Density Target

The Growth Plan also identifies Aspirational Urban and Sub-Regional Centres Density Targets which, for Stony Plain is a density of 100du/nrha (dwelling units per net residential hectare).

The OTCP provides a key opportunity for the town to begin to achieve the aspirational targets outlined in the Growth Plan.

Regional Agricultural Master Plan

At the time of writing, the EMRB was in the process of developing a Regional Agricultural Master Plan (RAMP). Until the RAMP is completed the following policy from the Growth Plan applies to the OTCP lands:

3.1.3 In the metropolitan area, prime agricultural lands identified through the land evaluation and site assessment tool shall be conserved for agricultural purposes for as long as possible, recognizing that these lands will urbanize over time to accommodate growth.

Regional Evaluation Framework

The Regional Evaluation Framework (2.0) was established through a Ministerial Order (MSL: 111/17) which governs the types of plans and amendments to be reviewed and the criteria for evaluation. Section 8 of the REF 2.0 states that:

8.1 When evaluating a statutory plan or statutory plan amendment, the Board must consider whether approval and full implementation of the statutory plan or statutory plan amendment would result in development that is consistent with the Edmonton Metropolitan Region Growth Plan.

8.2 Notwithstanding 8.1 above, when evaluating a statutory plan amendment to a statutory plan, other than a municipal development plan, approved by the Board under the Capital Region Growth Plan: Growing Forward, the Board may use the density targets of that plan rather than the density provisions within the Edmonton Metropolitan Region Growth Plan. All other provisions of the Edmonton Metropolitan Region Growth Plan shall be in effect for evaluation purposes.
3.4. **Uniquely Stony Plain: Municipal Development Plan**

Adopted in 2013, the Town’s Municipal Development Plan: *Uniquely Stony Plain* (MDP) outlines the vision of Council, citizens and key stakeholders for the long-term development and sustainability of the community.

The MDP identifies 5 key themes which show the major directions for the Plan’s policies. They are:
- Environmental Responsibility;
- Community Development;
- Economic Opportunity;
- Supportive Infrastructure; and
- Governance and Partners.

The MDP identified the need for the development of the OTCP including the lands identified on Figure 5 Areas of Transition. The MDP identifies areas relevant to the OTCP as being either part of one of two types:

**Areas of Stability**

Areas of stability are mature areas that are unlikely to see pressure for change in the lifetime of the MDP. As such, the Town will only consider a redevelopment or infill development if it is in context with the existing neighbourhood and complements the character of the area.

---

*Figure 5 Areas of Transition. Excerpt from Uniquely Stony Plain: Municipal Development Plan*
Areas of Transition
Areas of Transition are areas where change may occur over the timeframe of the MDP. The MDP identifies three areas which formed the initial boundary of the OTCP. The MDP also notes that although each area is expected to change and intensify, each will have its own unique character. The following policy directions are highlighted for each sub-area:

The Historic Old Town
- Maintain and expand the area’s role as a pedestrian-oriented, mixed-use core, with retail, office, arts and culture, wellness, tourism, civic and entertainment uses.
- Respect the historic buildings of the area and encourage adaptive reuse that is supportive of the cultural and tourism industry, including bed-and-breakfast operations, gallery/studio spaces and live/work structures.
- Encourage high density housing where appropriate subject to the development exhibiting high quality design, thoughtfully integrating with the existing neighbourhood, supported by the existing infrastructure and required traffic and parking impact studies.
- Provide pedestrian and barrier-free access in all new developments and during redevelopment.
- Establish a special study area that encompasses the residential areas, the Multicultural Heritage Centre, the site of the former Memorial Composite High School, the Family Connection Centre and the Town’s major recreational facilities to plan the phased, collaborative and creative redevelopment of the area.

Old Town North
- Encourage intensification and connection of Main Street North of the CN Railway tracks.
- Encourage a mix of residential, commercial and mixed-use developments that complement existing and new institutional uses.
- Explore an urban design theme for this portion of Main Street to achieve a visual and physical link.
- Encourage redevelopment of rural uses to a more urban form while respecting municipal and environmental uses.
- Enhance connectivity between municipal, environmental and institutional sites.

Highway 779 Corridor
- The existing diversity of uses and style of development will generally be maintained but changes may be considered on a case by case basis.
- Commercial development within town will be concentrated along major transportation routes like Highway 779, 44 Avenue and 49 Avenue to create a more intense commercial node.
- Promote a high caliber of urban design to support an attractive core shopping area around the OTCP area.
- Encourage reuse and redevelopment of older developments and consider higher density and mixed-use developments on a case by case basis.
- Parking should be primarily off-street but designed in a way to support a more urban form and reduce the visual impact.
- Allow for opportunities for adaptive reuse of residential sites within the OTCP area.
- Infill development will be encouraged where it is carefully integrated and designed to maintain the essence of adjacent housing.
### Stony Plain Land Use Bylaw

The Stony Plain Land Use Bylaw (LUB) was adopted in 2015 to regulate and control the use and development of land and buildings within the municipality to achieve orderly and efficient development.

Particular areas, including parking, and signs each have additional regulations described in the bylaw. The following is a list of all of the land use districts found within the OTCP area as shown in Map 5 Land Use Districts.

<table>
<thead>
<tr>
<th>Residential Districts</th>
<th>Commercial and Mixed-Use Districts</th>
<th>Urban Services Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 – Large Lot Detached Dwelling</td>
<td>C1 – Local Commercial</td>
<td>P1 – Parks</td>
</tr>
<tr>
<td>R4 – Mixed Form</td>
<td>C2 – General Commercial</td>
<td>P2 – Community Services</td>
</tr>
<tr>
<td>R5 – Small Lot Mixed-Form</td>
<td>C3 – Central Mixed-Use</td>
<td>P3 – Utility</td>
</tr>
<tr>
<td>R6 – Comprehensively Planned</td>
<td>M1 – Business Industrial</td>
<td></td>
</tr>
<tr>
<td>R8 – High Density</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

![Residential Districts](image1)

![Commercial and Mixed-Use Districts](image2)

![Urban Services Districts](image3)
Map 5 Land Use Districts

Legend

- Old Town Community Plan Boundary
- Key Buildings
- FD - Future Development
- C1 - Local Commercial
- C2 - General Commercial
- C3 - Central Mixed Use
- R1 - Large Lot Detached Dwelling
- R2 - Detached Dwelling
- R3 - Manufactured Home
- R4 - Mixed Form
- R5 - Small Lot Mixed Form
- R6 - Comprehensively Planned
- R8 - High Density Residential
- M1 - Business Industrial
- P1 - Parks
- P2 - Community Services
- P3 - Utility
3.6. **Existing Plans, Policies and Strategies**

The town’s MDP outlines five themes that establish the town’s future vision. Key features of the remaining non-statutory plans, policies and strategies as they relate to the OTCP are identified below and categorized based on the five themes identified by the town’s MDP.

**Economic Opportunity**

**Economic Development Strategic Plan**

In 2016, the Town updated its *Economic Development Strategic Plan*. The updated plan highlights the shifting nature of work, investment, business retention and expansion, and economic drivers both globally and locally. The strategy prioritizes economic opportunities while balancing investment attraction and a range of other activities to bolster the town’s economy.

The strategy highlights key projects related to the OTCP area including:

- Prioritizing the implementation of the Main Street Streetscape Plan;
- Creating an “infill lands” policy for industrial and multiple-unit residential properties (implemented); and
- Market and Promote Opportunities for Small and Medium Sized Businesses, including professional services and destination retail.

The priorities are aligned with the Town’s 2015 *Target Sector Study and Marketing Plan* which highlighted a series of actions to attract targeted economic sectors including:

- Support activities for energy and extraction;
- Business and professional services;
- Health care and related services;
- Local food and food processing; and
- Destination retail, dining, arts and culture.

Of particular interest to the OTCP are the recommendations to promote destination retail, dining, arts and culture businesses. These recommended actions include:

- Prepare a downtown plan;
- Recruit specialty retail and dining establishments;
- Integrate the downtown, Multicultural Centre, and Rotary Park;
- Carry out arts and cultural activities in the downtown;
- Implement a marketing plan for the downtown district; and
- Work with partners to create ongoing downtown events.

**Responsible Governance**

**2018 – 2021 Strategic Plan**

The 2018-2021 *Strategic Plan* is Council’s “priority work” to help achieve the Municipal Development Plan’s Vision in the four-year terms served by Council. The *Strategic Plan* contains commitments related directly to the OTCP including:

- Develop an agreement with the Government of Alberta to upgrade Highway 779 and transfer ownership and responsibility to the Town of Stony Plain;
- Foster the partnerships required to advance the south section of the OTCP as identified by the MDP;
- Continue the implementation of the Downtown Redevelopment Plan with completion intended for 2020;
- Strengthen the vitality of Main Street with the relocation of the Stony Plain Public Library;
- Develop a plan for the assembly of the Town Square in the Town Core;
- Examine the feasibility of a cultural centre in Stony Plain;
- Examine the development impacts of parking on the OTCP;
- Increase awareness and participation in local arts and cultural opportunities; and
- Work with CN to ensure existing rail lines are safe for all residents with specific effort to design and construct a second pedestrian crossing.
2019-2021 Corporate Plan
The 2019-2021 Corporate Plan outlines key commitments between 2019 and 2021 in terms of funding and priorities for the Town of Stony Plain administration. The focus of this Corporate Plan is to provide next steps for key multi-year strategic priorities like:
- Downtown Redevelopment (Main Street Reconstruction);
- Signage Strategy;
- Community Recreation Centre;
- Cemetery; and
- Mayor’s Task Force on Community and Citizen Engagement.
It also identifies a number of new projects which would be started in 2019 including:
- Stony Plain Central School Servicing;
- Fire Department Master Plan; and
- Municipal Development Plan Update.
Additional details of the Corporate Plan 2019-2021 can be found in Section 8.3 on page 106 under Funding the Plan.

Community Development

Cultural Master Plan
In 2012, the Town adopted a Cultural Master Plan to create a comprehensive and integrated approach to cultural planning and development. The plan identifies as one of its goals “a culturally vibrant downtown”. In relation to the OTCP area, there are several actions the Cultural Master Plan calls for:
- Identifying cultural gaps;
- Creating a festivals strategy;
- Integrating the Town’s public art policy and public art program;
- Providing spaces for artists in the OTCP area; and
- Establishing a shared administrative facility in the OTCP area.

Urban Design Toolkit
Prepared in 2008, the Urban Design Toolkit provides high-level design objectives and a framework for guiding urban design within the town.
These goals are guided by five urban design concepts and there are a number of principles which are relevant to the OTCP area:
- Create unique nodes: Each residential neighborhood, business park, commercial area, and other nodes in the town can express a creative atmosphere. While the entire town does not necessarily have to share the same replicated atmosphere, various nodes can portray a planned and mindful attempt to create an inviting impression to both visitors and residents.
- Promote quality design: From exterior building finishes to landscaping, attention to detail and thoroughness are key indicators of quality design. These attributes contribute to the overall image portrayed and should be considered inclusive to the design of a new or existing project.
- Enhance safety and accessibility: The town values respect and integrity among its core values, and endeavors to create a safe and welcoming environment for residents and visitors. This involves ensuring that people traveling throughout the community feel comfortable and confident.
- Respect established character: In some areas, character and theme has been established and kept up, and it is important that new and infill development recognizes and compliments the unique qualities.
- Foster sustainable development: Sustainability ultimately means creating projects that will last, are stable, and will help build upon our social, economic, environmental, and cultural needs.
The Urban Design Toolkit also contains a number of commercial, industrial and residential architectural guidelines which are relevant to the OTCP area. These additional guidelines provide a greater level of detail for future developments in the OTCP area and have been used to guide the policies found within this plan.
Supportive Infrastructure

Main Street Streetscape Plan

The Main Street Streetscape Plan, completed in 2011, guides the redevelopment of downtown by encouraging a mix of commercial and residential land uses while strengthening the cultural amenities available in the neighbourhood.

The streetscape plan outlines a proposed concept plan for 50 Street between 49 Avenue and 55 Avenue that includes gateways, centre islands, intersection and pedestrian crossing enhancements, and an approach to bicycle paths in the area.

The plan also breaks the implementation of the plan into a series of phases beginning with Phase 1: Main Street streetscape which is occurring at the same time as the creation of the OTCP. Phase 2 of the Main Street Streetscape Plan calls for the creation of a town square in the areas adjacent to Main Street. Finally, it identifies Future Phases where the streets crossing 50 Street might receive enhancements.

The OTCP area also contains a number of important recreational, cultural and institutional facilities that are used by residents throughout Stony Plain as well as residents from adjacent rural areas. The design, placement, and operation of these facilities within the OTCP area have been aligned with the following plans.
Tri-municipal Region Recreation and Culture Indoor Facility Study
Completed in 2009, and updated in 2017, this study provides a comprehensive overview of recreation and cultural leisure for the Town of Stony Plain, the City of Spruce Grove and Parkland County.

The plan identifies the need for additional sites for a number of indoor recreational uses in order to support the ongoing growth of the population of all three municipalities. The study identified two sites which could be considered for future regional-level recreation facilities. These were the Glen Hall Centennial Arena and the former Stony Plain high school site.

Glen Hall Centennial Arena: Any expansion would use space currently occupied by either an outdoor rink or a baseball diamond. The site does not provide for easy access to Highway 16A. Depending on the new use, the existing parking area may not be sufficient.

Stony Plain Memorial Composite high school: The site is approximately 2km from Highway 16A and is well-served by parking. As is, there is currently a minimal amount of buildable area on the site. To maximize its potential, major demolition or renovation to the existing high school would be required.

It should be noted that both facilities fall within the Recreation and Cultural Campus and the high school has been demolished. This area has received additional consideration during the creation of this plan to align the long-term goals of all stakeholders in the area.

Tri-Municipal Regional Transit Plan
Approved in February 2018, the Tri-Municipal Regional Transit Plan (Transit Plan) between the City of Spruce Grove, the Town of Stony Plain and Parkland County lays out a unified vision for future transit service in the partner municipalities.

The Transit Plan identifies several options for future transit service delivery that includes areas within the OTCP area. This includes a key “Connection Point” in the OTCP area, a neighbourhood route as well as two local routes connecting the Stony Plain to Spruce Grove.
Figure 7 Long-term Network Strategy from the Tri-Municipal Regional Transit Plan. Retrieved January 2019.
Environmental Responsibility

Environmental Stewardship Strategy
The Town of Stony Plain’s Environmental Stewardship Strategy, completed in 2007, was a systematic approach to steer the environmental priorities of the Town in unified and lasting direction. Many of the strategies focus on building-level actions meant to make existing and new buildings in Stony Plain use less energy and water through more efficient systems. Community-level design approaches identified in the Environmental Stewardship Strategy include the following:

- Implementing a regional public transit system;
- Providing a pedestrian friendly environment as a viable alternative to driving private vehicles;
- Providing adequate parking while promoting roadways as alternative transportation corridors; and
- Implementing Low Impact Development (LID) features.

Trails Master Plan (and Evaluation and Update)

The Trails Master Plan and subsequent Evaluation and Update, completed in 2011, identifies the long-range concept plan for open spaces and trails throughout Stony Plain until 2020. This included a major north-south connection across the Canadian National Railway line running along 50 Street and 51 Street, adjacent to Highway 779 as it passes through town and along the greenway that forms the eastern edge of the OTCP area.

The 2011, Trails Master Plan Evaluation and Update identified the following areas for further investigation:

<table>
<thead>
<tr>
<th>Description of potential trail and bicycle lane development options</th>
<th>Incomplete</th>
</tr>
</thead>
<tbody>
<tr>
<td>51 Street Trail or Bike Lane</td>
<td>Incomplete</td>
</tr>
<tr>
<td>Trail enhancements on 50 Street from 49 Avenue to 44 Avenue</td>
<td>Incomplete</td>
</tr>
<tr>
<td>Trail connections from 50 Street or 49 Street through laneway, around Lions Park to connect with existing trail on 48 Street</td>
<td>Incomplete</td>
</tr>
<tr>
<td>Bicycle lane development in laneways on either side of 50 Street</td>
<td>Complete</td>
</tr>
</tbody>
</table>

Parks and Open Space Master Plan

The Parks and Open Space Master Plan, approved in 2015, provides guidance on the acquisition, development and management of parks, open spaces and outdoor recreation amenities in Stony Plain over the next 10 years. The Master Plan identifies a series of recommendations for park development related to park space in the OTCP area including:

- Involving neighbourhoods in the parks planning process;
- Preparing master plans for both Rotary Park and Centennial Park;
- Improving community and neighbourhood level parks based on the interest of surrounding residents;
- Considering bike lanes on roads with a higher use by children;
- Working with CN Rail to provide better connections across the railway;
- The consideration for new recreation amenities to support a 33% population increase over the next ten years;
- Encouraging the development of community gardens close to the OTCP area;
- Encouraging public art to be included in parks and open space; and
- Providing information on natural areas on signs and the Town website.

A significant piece of work related to the Parks and Open Space Master Plan was undertaken alongside the OTCP. This work established a masterplan for the Recreation and Cultural Campus character area of the OTCP area.
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3. WHAT DO WE WANT THE PEDESTRIAN ENVIRONMENT TO FEEL LIKE ON MAIN STREET?

4. Stakeholder Consultation
4.1. **Approach to Stakeholder Consultation**

Section 692 of the MGA specifies that property owners and the general public, particularly those who might be directly affected by a plan, must be notified and consulted prior to adoption of the plan. A comprehensive stakeholder consultation program was an integral part of developing the OTCP.

The approach to community and stakeholder consultation used to develop the OTCP focused on involving four key community stakeholder groups which make up the *Integral City Model* developed by Dr. Marilyn Hamilton. These four stakeholder groups include citizens, civic managers, civic developers, and civil society. The consultation process utilized a variety of engagement events which provided a range of opportunities for input and which are described below.

A more detailed description of the findings from the public/stakeholder consultation process can be found within the separate *Old Town Community Plan Phase I Summary Report*. A summary of each public consultation event is presented in the following pages.

**Project Launch Event**

The OTCP project team hosted a Project Launch Event meant to inspire participants about the possibilities of the project. The event’s theme was on “The Unique Role of Downtowns in the ‘E-Retail’ Era” and had over 100 attendees. The launch event included speeches from the Mayor, a previous Minister of Municipal Affairs and 3-member panel of local community members. The event served as a springboard for future engagement events and helped to promote the Citizen Survey.

**Citizen Survey**

A public survey was hosted through an online survey platform and received over 100 responses. These responses are summarized in *OTCP Community Survey Results* and focused on reasons why residents use different character areas within the OTCP area and the key challenges in the area.

**Technical Advisory Committee (TAC)**

The Technical Advisory Committee (TAC) was composed of internal Town of Stony Plain staff who provided subject matter guidance on specific aspects of the OTCP. The TAC was also part of the multiple Advisory Working Group meetings that were hosted as part of the project.

**Advisory Working Group Meetings**

Advisory Working Group Meetings were multi-stakeholder workshop style sessions hosted by the Town and consultants to collect feedback and ideas from local residents, stakeholders and subject matter experts.

**Open Houses**

Three open houses were hosted following the Advisory Working Group meetings to present the results of those meetings and gather additional input from members of the public on specific aspects of the OTCP.

**Pop-Up Engagement at Community Events**

In addition to hosting OTCP workshops and open houses the project team also presented information related to the project through pop-up booths at multiple events throughout the summer of 2018. This included visiting the town’s Arbour Day celebration and the Summer Sessions in Shikaoi Park.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March, 2018</td>
<td>Project Launch Event &amp; Citizen Survey</td>
</tr>
<tr>
<td>May, 2018</td>
<td>Technical Advisory Committee, Advisory Working Group Meeting &amp; Public Open House #1</td>
</tr>
<tr>
<td>May, 2018</td>
<td>Pop-Up Engagement - Arbour Day</td>
</tr>
<tr>
<td>July, 2018</td>
<td>Pop-Up Engagement - Summer Sessions</td>
</tr>
<tr>
<td>October, 2018</td>
<td>Technical Advisory Committee, Advisory Working Group Meeting &amp; Public Open House #2</td>
</tr>
<tr>
<td>May, 2019</td>
<td>Open House #3</td>
</tr>
<tr>
<td>June, 2019</td>
<td>First Reading</td>
</tr>
</tbody>
</table>

*Figure 8 Timeline of public engagement events and activities throughout the project.*
4.2. **Key findings from Public Engagement**

The following pages identify some of the themes and important topics from the first phase of the OTCP project. These include topics identified both during the engagement events of Phase I and during the analysis completed as part of the project.

### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Hours of Operation</td>
<td>Survey respondents indicated that business hours in the Old Town area and along Main Street were too limited.</td>
</tr>
<tr>
<td>Lack of access to Recreation and Cultural Campus</td>
<td>Access to the recreational, cultural and institutional uses is limited from both Main Street and Highway 779.</td>
</tr>
<tr>
<td></td>
<td>• Traffic generated at certain times of day and year is considered a nuisance for residents.</td>
</tr>
<tr>
<td>Lack of definition for “Downtown”</td>
<td>Stony Plain’s “Downtown” is not well defined by a unified brand, design, signage system or name.</td>
</tr>
<tr>
<td>Separation of Heritage Park from rest of Town</td>
<td>Heritage Park’s location and design separates it from the rest of the study area.</td>
</tr>
<tr>
<td>Connectivity over the CN Rail tracks</td>
<td>Residents have raised several concerns related to CN Rail trains crossing and blocking all the access points north and south through town.</td>
</tr>
<tr>
<td>Good urban form “bones”</td>
<td>Buildings along Main Street are still very pedestrian-oriented providing a distinct sense of place compared to other parts of Old Town.</td>
</tr>
<tr>
<td>Trail connections and active transportation support in Old Town</td>
<td>There are currently limited linkages between the Town’s trail system and the areas surrounding Main Street.</td>
</tr>
<tr>
<td>Collector road standards are not bicycle supportive</td>
<td>The Town’s existing standard collector road design does not include adequate supportive infrastructure for cyclists. At collector road speeds and traffic volumes, it is important to provide adequate separation from traffic to allow cyclists to use these prominent connecting roadways.</td>
</tr>
<tr>
<td>Lack of local event space</td>
<td>There was an identified lack of event space in Old Town. While Heritage Park serves an important role for larger events, it was felt that its location outside of the core took away from its appeal.</td>
</tr>
</tbody>
</table>
### Areas of Tension

Areas of Tension were the places where the project team heard distinctly different ideas during our engagement and research. These areas were important to identify to provide transparency before a decision was made. The following statements capture some of the direction that the project team received during the engagement events.

| Defining the Old Town | • The “Old Town” should continue to be branded as the historic part of Stony Plain.  
| | • It’s time to move on from “Old Town” and consider Main Street as the modern centre of Stony Plain.  
| | • “Old Town” isn’t that old. Most of it is from the 70s and isn’t that nice anyway.  
| Scale and type of development on Main Street | • Keep Main Street with its low buildings. It reflects that Stony is still a small town and fits with what has already been built.  
| | • New developments on Main Street should be higher density and contain a mix of uses. This will provide a better diversity of housing and support local business.  
| Small Town Stony Plain | • It’s time that Stony Plain became a city (even if it keeps branding itself as a small town).  
| | • Stony Plain should keep its town status, it helps to differentiate it in the region.  
| | • It’s time to move on, Stony Plain isn’t a small town anymore and shouldn’t pretend it is.  
| | • The Town’s recently approved Municipal Development Plan – Uniquely Stony Plain – clearly indicates support for the continued promotion of Stony Plain as a “small-town”.  
| A Lack of Parking | • There is no parking along Main Street.  
| | • All new developments should provide free underground parking for residents and businesses.  
| | • The most recent Downtown Parking Study found that there was sufficient parking in Downtown but that more Town-owned off-street parking might be needed.  

![Image of people walking on a path]
In addition to many of the issues identified in the OTCP area, several participants indicated that they were interested in seeing the Town pursue larger changes to the existing context to achieve the vision of the OTCP.

<table>
<thead>
<tr>
<th>Big Ideas</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pedestrianize Main Street</strong></td>
<td>Many participants identified that Main Street has potential as a more pedestrian-oriented space.</td>
</tr>
<tr>
<td></td>
<td>To facilitate this, the Town could consider closing the core part of Main Street between 50 Avenue and 52 Avenue to vehicle traffic.</td>
</tr>
<tr>
<td><strong>Rebrand the “Old Town”</strong></td>
<td>Many participants felt that it was time to move past the name “Old Town”, including its use in this project.</td>
</tr>
<tr>
<td></td>
<td>Participants noted that while some parts of Main Street were considered historic, many were not and felt that the name carried negative connotations about being stuck in past.</td>
</tr>
<tr>
<td><strong>Establish a new connection over the CN Rail tracks</strong></td>
<td>Participants noted that there are multiple locations where it may be possible to construct overpasses that cross the existing CN railway.</td>
</tr>
<tr>
<td></td>
<td>The construction of an overpass would require significant collaboration and advocacy with CN railway as well as funding from the Town and other levels of government.</td>
</tr>
<tr>
<td><strong>Establish a new connection into the Recreation and Cultural Campus</strong></td>
<td>One of the key challenges identified for the Special Study Area was the lack of connection to Highway 779.</td>
</tr>
<tr>
<td></td>
<td>The current road network requires users to pass through local residential areas with little or no supportive signage.</td>
</tr>
<tr>
<td><strong>Old Town North Redevelopment</strong></td>
<td>The existing Old Town North area is a mix of large lots and diverse uses.</td>
</tr>
<tr>
<td></td>
<td>To turn Old Town North into a cohesive area it may be necessary for the Town to take more active efforts in re-developing the area.</td>
</tr>
</tbody>
</table>
The Phase I Emerging Vision was developed based on public engagement, stakeholder input and analysis of the area. The themes identified here were the starting point for the Future Development Concept presented in Section 6: Development Concept.
### Themes and Ideas of the Phase I Emerging Vision

<table>
<thead>
<tr>
<th>Theme</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Connection between Heritage Park and Parkland Gateway ASP</td>
<td>2. Expand open event space</td>
</tr>
<tr>
<td>3. Highway commercial development</td>
<td>4. Connection between Heritage Park and Recreation and Cultural Campus</td>
</tr>
<tr>
<td>5. Intersection improvements</td>
<td>6. Extension of commercial Main Street</td>
</tr>
<tr>
<td>7. Establish a new connection under or over the CN railway line at Range Road 11</td>
<td>8. More pedestrian-oriented or pedestrian-friendly spaces on Main Street and to the east</td>
</tr>
<tr>
<td>9. Need more local event space near Main Street</td>
<td>10. Low-scale redevelopment of mature areas</td>
</tr>
<tr>
<td>11. Rear Parking for Business Owners and Staff</td>
<td>12. Main Street Bike Parking</td>
</tr>
<tr>
<td>13. Main Street Gateway Markers or wayfinding to Main Street</td>
<td>14. Town of Stony Plain Gateway features and wayfinding</td>
</tr>
<tr>
<td>15. Upgrade roads to municipal standard</td>
<td>16. Multicultural Centre is open to changes to PERC building</td>
</tr>
<tr>
<td>17. Main Street and Main Street East as transitional areas moving towards higher density and a greater mix of uses</td>
<td>18. Greater orientation to Highway 779 and aesthetic improvements</td>
</tr>
<tr>
<td>19. West orientation of new developments in Special Study Area</td>
<td>20. Local improvements to park space</td>
</tr>
<tr>
<td>21. Improvements to central collector roads to support active transportation</td>
<td>22. Maintain character of existing area with intensification through secondary suites or low-scale redevelopment</td>
</tr>
</tbody>
</table>

Although these themes were initially identified, in some cases an idea was not included in the final Future Development Concept because of a lack of feasibility or was not prioritized during testing with stakeholders and the public.

Additional details from public engagement and Phase I can be found in the full Old Town Community Plan Phase I Summary Report available online.
4.3. **Old Town Character Areas**

Six Character Areas within the OTCP were identified based on an initial urban design analysis and shown on Map 6 OTCP Character Areas. This included identifying areas developed with similar lot and block structures, containing similar building typologies or land uses or delineated by substantial roads or natural features. This analysis led to the identification of six distinct Character Areas as identified on Map 6 OTCP Character Areas.

**Old Town North**

Old Town North is the area of least urban form of development and contains a mix of residential, commercial and institutional uses.

**Key Features**
- Rural style of development
- Some areas maintain on-site servicing standards

**Main Street**

Main Street is the main historically pedestrian-oriented shopping street in Stony Plain.

**Key Features**
- Low-scale pedestrian-oriented shopping street
- Ongoing higher density redevelopment and municipal infrastructure investment

**Highway 779 Commercial Corridor**

This character area contains the largest available commercial sites situated along arterial roads in the OTCP area.

**Key Features**
- Auto-oriented services and commercial areas
- Existing development constraints along CN rail line

**Recreation and Cultural Campus**

Major recreation and educational facilities are clustered here along with cultural and historical facilities.

**Key Features**
- Large tracts of land owned by non-profits, the Town or school boards
- Major facilities expansion planning is underway alongside the OTCP

**Town Core Area**

Existing mixed-use area containing a number of small scale residential and residential to retail conversions.

**Key Features**
- Existing residential and mixed-use areas
- Consists of areas of Town-owned real estate

**Mature Residential Areas**

The existing stable residential communities within the OTCP area are a variety of ages and were developed in a mix of development styles.

**Key Features**
- Primarily residential areas
- Contains a variety of community amenities including places of worship and parks.
Map 6 Old Town Community Plan Character Areas

Legend
- Old Town Community Plan Boundary
- Mature Residential Areas
- Main Street
- Town Core Area
- Old Town North
- Highway Commercial Corridor
- Recreation and Cultural Campus
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5. Vision and Guiding Principles
5.1. Guiding Principles
The following guiding principles were derived through stakeholder consultation and help to direct the realization of the OTCP vision.

1. **Strengthen the OTCP area’s role as the social heart of Stony Plain**
   - Extend the character of Main Street and establish an active and urban connection between existing cultural and recreational facilities
   - Encourage the development of a community park and civic square near the Town Office
   - Collaborate with and support local businesses in programming and activating Main Street and other parts of the OTCP area
   - Promote designs that contribute to public health and aging-in-place

2. **Foster a sense of place that is distinct and unique**
   - Encourage high quality architecture and urban design that establishes a unique visual feeling within Stony Plain
   - Program opportunities to bring people to unique events in the OTCP area, large and small
   - Provide opportunities for street activation and events that spill into the public realm
   - Support pilot projects and testing new ideas throughout the OTCP area

3. **Encourage re-development to better integrate the existing and developing areas of Stony Plain**
   - Integrate the emerging Recreation and Cultural Campus
   - Visually extend the character of Main Street
   - Strengthen linkages into developing communities to the west of the OTCP area
Improve connectivity into and within the OTCP area

- Provide a variety of safe transportation options in the OTCP area
- Design spaces and streets to integrate multiple transportation options and transfer between them
- Encourage development of new connections to enhance access to major destinations
- Establish a functional road hierarchy that enables efficient movement of people and improves quality of life for residents

Support the business community in the OTCP area

- Strengthen the mixed-use and business core of the OTCP area
- Encourage local businesses to interact with their customers and the Town to bring vibrancy to the core
- Support communication with business owners in the OTCP area
- Promote the use of the OTCP area commercial spaces for new businesses interested in locating in Stony Plain

Ensure new growth and redevelopment is supported by high quality infrastructure

- Invest in reconstruction and renewal of aging infrastructure and facilities in the OTCP area
- Urbanize existing rural-style infrastructure systems to meet urban construction standards
- Ensure new developments contribute to the upgrading and repair of infrastructure networks
5.2. **Vision**

The long-term vision for Stony Plain’s Old Town captures the current aspirations of the community and seeks to establish an inspiring direction for downtown revitalization, economic development and placemaking.

**In the next 15 years the Old Town Community Plan area of Stony Plain will:**

- Have expanded and continue to be the vibrant social, cultural and commercial heart of Stony Plain for locals and visitors alike.
- Have economic opportunities for local businesses that are well supported and contribute to a vibrant OTCP area.
- Be seen as a complete community by its residents with high quality amenities and continued investment in existing facilities.
- Be sustained by a growing residential population and provide opportunities for a diversity of residents to call OTCP area home.
- Be supported by ongoing and well-planned infrastructure investment that fosters mobility within and into the surrounding communities.
- Meet the EMRB aspirational centres density of the EMRB Growth Plan through concerted efforts to increase density in identified, strategic locations.
- Continue to provide a high quality of life for all local residents.
6. Development Concept
6.1. Establishing a Vision

Establishing a cohesive community vision can be achieved over a specific timeframe through the collaborative efforts of multiple community stakeholders, projects, and initiatives. The Town can lead and influence the OTCP vision through physical improvements to the public realm as well as planning policies related to new developments. Likewise, business owners and developers can also contribute towards the OTCP vision through pursuing residential, commercial, and tourism developments.

For a community vision to be achieved, a road map is needed to help guide policy development. Creating a development concept helps to create an overall collaborative approach that utilizes multiple projects within both the public and private realms.

6.2. Development Concept

The future development concept for the OTCP area is identified in Map 7 Future Development Concept. A number of public and private realm initiatives are illustrated in the development concept. The collaboration of various aspects incorporated within the development concept help to realize the OTCP vision. Although the development concept illustrated in Map 7 Future Development Concept showcases a preferred scenario, other variations/approaches may also achieve similar outcomes. As a result, the development concept should be considered by municipal staff, the public and development industry as a guiding concept while making key development decisions.

The development concept will be implemented through the policy framework established within the OTCP. Linking the development concept to policies provides a clear and implementable direction for the future development of the OTCP area. The policies established in the subsequent chapters define minimum expectations for the Town, citizens and the development industry during the future town building process.

The development concept is further explained through additional illustrations. These illustrations provide additional details about the preferred built form, urban design and planning vision for the OTCP area.
Map 7 Future Development Concept

Legend
- Main Street Area
- Town Core Area
- Old Town North
- Recreation and Cultural Campus
- Highway Commercial Corridor
- Mature Residential Areas
- Commercial Mixed-Use
- Commercial
- Institutional
- Residential
- Residential Mixed-Use
- Public Park

Primary Public Realm Improvement
Mid-block Pedestrian Connection/Trail
New Street
Key Nodes
Transportation Hub
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7. Policy Framework
The policy framework established in this Plan is divided into the following sections:

**General Land Use and Development**
- Establishes policies related to land use and development throughout the OTCP area in order to implement the desired long-term vision.

**Built Form Policies**
- Establishes policies related to the preferred typology of development, land use and specific built form requirements for each Character Area.

**Character Areas Specific Land Use and Development**
- Establishes policies related to preferred land use mix, landscaping in each character area as well as addresses issues related to physical built form including height and character of buildings.

**Public Realm**
- Establishes policies related to open spaces, parks, trail network as well as other pedestrian connections.

**Transportation**
- Establishes policies related to vehicular and active transportation infrastructure including road rights-of-way, streetscaping, future connections, intersection improvements and integration with other modes of transportation.

**Servicing**
- Establishes policies related to future servicing expectations for the OTCP area, which are necessary to achieve the potential Old Town and Main Street revitalization.

**Social Infrastructure**
- Establishes policies related to art, culture, events, celebration areas, public art expectations as well as policies to support the local business community within the OTCP area.

**Winter Design**
- Establishes policies to promote the incorporation of winter design principles in public and private realm projects.
Application of the OTCP Policy Framework

To achieve the long-term vision of the OTCP character areas, application of multiple policies in each subsection is essential to attain the desired outcomes.

Based on the location of a subject property the land use and development policies of the applicable character area should be applied first, in addition to the general land use and development policies, to establish the development potential and preferred character of the potential development supported by the policy framework.

Once the preferred development type for the subject site is established, additional general policies related to public realm, transportation, servicing, art, culture and tourism as well as winter design should be considered to ensure the development meets other development criteria necessary to achieve the OTCP area Vision.

The OTCP policy framework provides a set of ‘prescriptive’ regulations for future development. To ensure clarity for future built form and typology, the OTCP policy framework recognizes a number of key built-form typologies that can be found in the different character areas. They are:
7.1. **General Land Use and Built Form Policies**

The land use and development policies set the framework for the preferred land use patterns of the OTCP and the built form needed to complement that land use vision. Over time, the implementation of these policies will help to strengthen Stony Plain’s OTCP area and allow the surrounding areas to be reused and redeveloped in a way that meets the community’s vision for the area. Development of a more mixed-use and walkable OTCP area will help to maintain the area’s role as a prominent social space, desirable residential neighbourhood and successful shopping street.

The following objectives and policies are relevant to the whole plan area. Land use, development character, and infrastructure are required to work in unison to support the identified vision. Additional policies should be referred to for detailed direction for each character area.

**Objectives**

- Support land use patterns and built form throughout the OTCP area that contribute to creating an engaging and safe pedestrian experience.
- Provide appropriate transitions and buffering between non-compatible land uses.
- Provide opportunities for a variety of housing, institutional and commercial building types to accommodate the diverse needs of the community.
- Increase the liveliness and vibrancy of the OTCP area.

**Policies**

7.1.1. Future land use in the OTCP area will be in general accordance with Map 8 Future Land Use Concept.

7.1.2. Develop a land use pattern that intentionally establishes unique commercial uses, residential communities and cultural and recreational destinations within the OTCP area.

7.1.3. Main Street will be promoted and be maintained as the unique pedestrian shopping street in Stony Plain.

7.1.4. Residential housing forms will be diverse and include:

   a. Low density and low-scale compatible infill;
   b. Medium density residential and mixed-use developments; and
   c. High-density stand-alone and mixed-use residential buildings, subject to high-quality design and the context of neighbouring properties.

7.1.5. Institutional and community uses (places of worship, day cares, schools, youth centres etc.) will be considered throughout the OTCP area subject to:

   a. Meeting the intent of the character area;
   b. Being sensitive to the scale and form of surrounding properties; and
   c. Improving the pedestrian character at the street level.

7.1.6. Commercial development in OTCP area will conform to the following criteria:

   a. Promote pedestrian-oriented ground floor commercial retail uses (personal services, boutique stores, restaurants, bars, etc.) in appropriate commercial or mixed-use locations.
   b. Promote office uses to be located on the floors above active ground-floor retail uses.
   c. Large-scale commercial anchors (grocery stores, major destinations, theatres etc.) will be promoted subject to their design contributing positively to the pedestrian-friendly character of the OTCP area.
   d. Consider auto-oriented commercial uses in proximity to existing areas that have been developed with an auto-oriented character and as identified in Map 8 Future Land Use Concept.
Map 8 Future Land Use Concept

Legend
- Main Street Area
- Town Core Area
- Old Town North
- Recreation and Cultural Campus
- Highway Commercial Corridor
- Mature Residential Areas
- Commercial Mixed-Use
- Commercial
- Highway Commercial
- Residential
- Residential Mixed-Use
- Public Park
- Institutional

Scale: 400m
Built Form Policies

Height

7.1.7. New development in the OTCP area is encouraged to use the maximum building height allowed within the district it is proposed.

7.1.8. The desired height of new developments within the OTCP area will be governed by the following table, subject to additional details in the respective character area policies.

<table>
<thead>
<tr>
<th>Character Area</th>
<th>Desired Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Old Town North</td>
<td>1 - 4 Storeys</td>
</tr>
<tr>
<td>b. Main Street</td>
<td>2 - 4 Storeys</td>
</tr>
<tr>
<td>c. Town Core</td>
<td>2 - 4 Storeys</td>
</tr>
<tr>
<td>d. Mature Residential</td>
<td>1 – 2 Storeys</td>
</tr>
<tr>
<td></td>
<td>2 – 4 Storeys for medium and high-density residential and institutional sites</td>
</tr>
<tr>
<td>e. Recreation and Cultural Campus</td>
<td>1 - 4 Storeys</td>
</tr>
<tr>
<td>f. Highway Commercial</td>
<td>1 - 4 Storeys</td>
</tr>
</tbody>
</table>
7.1.9. The following criteria may be included when considering approval of a new development beyond the desired height:

a. High quality design features;
b. Publicly accessible rooftop amenity areas;
c. Publicly accessible ground level amenity areas;
d. Environmentally sustainable building practices and design;
e. Community contributions; or
f. Public art installations.
7.2. **Old Town North Character Area**

Old Town North is envisioned as a diverse area that provides opportunities for a mix of compatible uses that include large lot commercial properties and urban style residential areas. The area is well connected by its fine-grained street grid and improved active transportation facilities.

**Objectives**
- Promote a more urban form of development throughout Old Town North.
- Allow the extension of the Main Street commercial character into Old Town North.
- Promote the connection of un-serviced sites to the existing municipal utility network.
- Strengthen the connections between major destinations within Old Town North and outside.

**Policies**

7.2.1. Future development within the Old Town North character area will be in accordance with the policy framework established within this section and also identified in Map 9 Old Town North.
Map 9 Old Town North Character Area
Land Use
7.2.2. Land use in Old Town North will continue to be a mix of residential, commercial and community uses.
7.2.3. Land uses fronting onto 50 Street will be encouraged to be active, pedestrian-oriented uses with good transparency into the site and buildings.
7.2.4. Residential properties in Old Town North will be encouraged to be redeveloped into urban-style residential areas.
7.2.5. Institutional uses in Old Town North will be encouraged to be:
   a. Well integrated to the area;
   b. Oriented towards public roadways; and
   c. Easily accessible from the area’s multi-use trail system.
7.2.6. Appropriate buffers and screening will be required for new developments to limit visual and auditory impacts on existing developments.
7.2.7. The areas within and surrounding Heritage Park will be developed as to better integrate the area with its surroundings.
7.2.8. Large sites in Old Town North may be subdivided to provide a finer grain of lots and properties in Old Town North subject to:
   a. Alignment with the preferred future road network; and
   b. Landowner interest.

Built Form
Typologies
7.2.9. The Town will consider and encourage the following building typologies within this character area:
   a. Fronting onto 50 Street:
      i. Community Facility
      ii. High-quality Small-format Commercial
      iii. High-quality Large-format Commercial
      iv. Street-oriented Mixed-Use
      v. Stand-alone Residential Mid-rise
      vi. Stand-alone Commercial Mid-rise
   b. Fronting on 47 Avenue:
      i. High-quality Small-format Commercial
      ii. Low-scale Infill Forms
      iii. Single Detached Housing
      iv. Stand-alone Residential Mid-Rise
      v. Stand-alone Commercial Mid-Rise
   c. West of 50 Street:
      i. Stand-alone Residential Mid-Rise
      ii. Low-scale Infill Forms
      iii. Single Detached Housing
   d. Other areas:
      i. High-quality Large-format Commercial
      ii. Stand-alone Commercial Mid-Rise
      iii. Community Facility
Setbacks
7.2.10. New commercial development will be encouraged to be oriented towards public streets with no more than one aisle of parking located in front of buildings.

7.2.11. New developments fronting onto 50 Street will be encouraged to be oriented to the public street and provide vehicle parking in the rear of the site.

Landscaping
7.2.12. The remaining tree stands and natural areas within Old Town North will be encouraged to be retained during future redevelopment or preserved through appropriate conservation mechanisms including but not limited to:

a. Environmental Reserves;
b. Municipal Reserve;
c. Conservation Easements;
d. Conservation Reserve;
e. Park space dedication; or
f. Privately-owned publicly accessible open space.

7.2.13. On 50 Street, new developments will be encouraged to reduce their front setbacks and provide hard landscape features to accommodate patios or seating amenities within the front setback.

7.2.14. In other areas, new developments will be required to provide adequate landscaping to provide sufficient open ground cover to minimize runoff into undrained swales.
7.3. **Main Street Character Area**

Main Street is envisioned as a vibrant pedestrian commercial area within Stony Plain. New developments are of a higher scale and architectural quality and provide distinct design characteristics to respect the traditional streetscape. The buildings on Main Street are complemented by active and vibrant programming, ground floor businesses and community events.

**Objectives**
- Support Main Street as the social, cultural and business hub of Stony Plain.
- Emphasize Main Street as a unique commercial area and expand the variety of commercial uses and services.
- Encourage the long-term residential and commercial intensification of development along Main Street in a manner that is compatible with the character of the area.
- Provide appropriate transition from Main Street to the surrounding neighbourhoods.
- Encourage and support a healthy and vibrant Main Street business environment.

**Policies**

7.3.1. Future development within the Main Street character area will be in accordance with the policy framework established within this section and identified in Map 10 Main Street Character Area.

7.3.2. Future development along 50 Street, north of the CN Rail tracks and south of 54 Avenue will be in accordance with their respective policy frameworks.

**Land Use**

7.3.3. Main Street will continue to be developed as the main pedestrian-oriented shopping street in Stony Plain.

7.3.4. New developments will be mixed-use with a combination of ground-floor retail with residential or commercial components in the upper storeys.

7.3.5. Redevelopment of vacant lots and existing low-rise commercial and residential developments into mixed-use medium-density residential/commercial developments will be encouraged.
Map 10 Main Street Character Area

Legend
- Character Area Boundary
- Commercial Mixed-Use
- Public Park
- Institutional
- Commercial Mixed-use Frontage
- Institutional Frontage
- Primary Transportation Hub
- Primary Gateway Feature
- New Street
- Trail
- Key Node
- Primary Public Realm Improvement
- Secondary Public Realm Improvement

Old Town Community Plan

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**Built Form**

**Typologies**

7.3.6. The Town will consider and encourage the following building typologies within this character area:

a. Street-oriented Mixed-use
b. Community Facility

**Main Street Extension**

7.3.7. The pedestrian-oriented and commercial character of Main Street will be extended north and south of the existing Main Street area.

**Stepbacks and Massing**

7.3.8. Buildings developed in this area will feature a stepback above the second floor to allow adequate light access on the street and to preserve the historic low-scale character of buildings that front onto Main Street.

7.3.9. New building façades will be articulated at to provide visual interest and protect the feel of smaller retail bays in the area.

**Setbacks and Building Orientation**

7.3.10. New developments along Main Street will provide zero front and side setbacks in order to establish continuous building frontages.

7.3.11. Partial building setbacks or recessions along front lot or side lot lines may be considered to allow outdoor patios and public amenity areas that may enhance the pedestrian experience.

7.3.12. New developments at south facing corner lots along Main Street will provide a 2.0m setback in order to provide high quality gathering space along Main Street.

7.3.13. New developments will be oriented towards Main Street with parking located behind the building or underground.

7.3.14. New developments on corner lots:

a. Will provide double frontages along both adjacent public streets; and
b. May provide direct residential access to the flanking side streets.

**Development Standards**

7.3.15. New developments will comply with new architectural and urban design control as enacted by the Town of Stony Plain.

7.3.16. New developments will be required to provide a minimum of 30% clear glazing along the ground floor in order to improve the visual access and permeability of the building and enhance the pedestrian experience at the street level.

7.3.17. Urban design and architectural design requirements will be enacted with the goals of:

a. Improving the street orientation of buildings along Main Street;
b. Promoting active commercial uses on the ground floor;
c. Requiring high quality architectural features and materials; and
d. Increasing the available street-oriented retail space on Main Street.
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7.4. **Town Core Character Area**

The Town Core is envisioned as the first medium density, vibrant, mixed-use, urban community in the heart of Stony Plain. The ongoing conversion of older single detached residences to commercial uses will continue to provide unique and affordable spaces for new businesses. The area will support diverse housing needs through a variety of residential building types from duplexes to medium-scale apartments. As the Town Core develops, residents will benefit from the enhancement of the area’s community spaces.

**Objectives**
- Allow opportunities for higher density developments to occur throughout the Town Core area.
- Promote the conversion of older, detached residential buildings into commercial spaces to host local unique shops and businesses.
- Support existing and future residents through the expansion of community spaces, beautification and programming.
- Provide opportunities for a wide variety of development forms at different scales.
- Encourage the development of a public gathering place that can be used for local events that is directly connected to the surrounding community.

**Policies**
7.4.1. Future development within the Town Core character area will be in accordance with the policy framework established within this section and also identified in Map 11 Town Core Character Area.
Map 11 Town Core Character Area
Land Use
7.4.2. Redevelopment of vacant lots and existing residential developments into mixed-use, medium-density residential/commercial developments throughout the Town Core will be promoted.

7.4.3. Where appropriate, unique and innovative uses will be considered subject to the following criteria:
   a. The use does not cause adverse impacts to neighbouring properties; and
   b. The use encourages active uses at grade.

7.4.4. Parking for businesses located in existing single detached properties may be reduced recognizing the presence of existing on-street parking throughout the Town Core.

7.4.5. Land for the development of a new civic gathering space in the Town Core will be acquired by the Town.

Built Form
Typologies
7.4.6. The Town will consider and encourage the following building typologies within this character area:
   a. Street-oriented Mixed-Use
   b. Stand-alone Residential Mid-Rise
   c. Stand-alone Commercial Mid-Rise
   d. Low-scale Infill Forms
   e. Single Detached Housing
   f. Commercial conversion of existing single detached residential buildings.

Setbacks and Building Orientation
7.4.7. New developments will be encouraged to be developed with zero (0) metre side setbacks to establish a more urban form of semi-continuous building frontages.

7.4.8. New multi-storey developments will provide a 3m front setback.

7.4.9. New multi-dwelling developments will be encouraged to:
   a. Provide direct access to ground floor units; and
   b. Provide separated front-yard amenity space within the front setback.

7.4.10. New mixed-use developments will be encouraged to be developed with a semi-hardscaped front setback to provide additional pedestrian amenity space.

7.4.11. Parking and vehicle access in the Town Core will be provided through the rear alley where possible.

Landscaping
7.4.12. New multi-dwelling or mixed-use developments will provide a mix of hard landscaping features (expanded sidewalks, patios) alongside plantings and greenery within their setback.

7.4.13. Mature trees on private property will be encouraged to be maintained.

7.4.14. Front driveways and curb cuts will be discouraged in the Town Core area.
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7.5. **Mature Residential Character Areas**

The existing residential areas within the OTCP area are some of the original and most well-established residential neighbourhoods in Stony Plain. These areas contain a diversity of primarily residential areas that are reflective of past trends in development and are envisioned to be maintained as primarily residential areas. The future of these areas is envisioned to include more semi-detached housing and other low-scale infill development to encourage a more diverse range of housing in the OTCP area. In addition, minor community facilities, neighbourhood commercial spaces, medium and high-density residential sites should be considered where appropriate and subject to design criteria.

**Objectives**
- Encourage residential uses as the primary use in the area.
- Improve the public realm in the area.
- Promote redevelopment sites to be developed in a scale and character that it is compatible with the existing character of the area.
- Allow the development of higher density residential units in buildings whose scale is sensitive to the existing scale and character of existing buildings.
- Promote the retention of existing street trees.

**Policies**

7.5.1. Future development within the Mature Residential character areas will be in accordance with the policy framework established within this section and also identified in Map 12 Mature Residential Character Area.
Map 12 Mature Residential Character Area
Land Use

7.5.2. The retention of a general residential character in the Mature Residential area will be encouraged.

7.5.3. Applications for community facilities or minor commercial uses that contribute to the creation of neighbourhood-level amenities will be considered, subject to being located:
   a. Along collector roadways;
   b. At corner locations; or
   c. Adjacent to existing multi-dwelling developments.

Built Form

Typologies

7.5.4. Within areas previously developed as primarily single detached housing, the existing residential character will be maintained with a variety of low-scale housing forms allowed including:
   a. Low-scale Infill Forms; or
   b. Single Detached Housing.

7.5.5. Within areas previously developed as higher forms of residential or other uses the following character areas will be allowed including:
   a. Community Facility
   b. Street-oriented Mixed-use
   c. Stand-alone Residential Mid-rise;
   d. High-quality, small-format commercial;
   e. Low-scale Infill Forms; or
   f. Single Detached Housing.

7.5.6. Applications to redistrict to more intense forms of residential or mixed-use development not contemplated by the OTCP will only be considered subject to heightened design and housing affordability criteria.

Setbacks and Building Orientation

7.5.7. Front driveways will be discouraged in new developments in the area to promote a higher quality pedestrian streetscape.

7.5.8. New development will be oriented towards public streets with associated parking located behind the building and screened appropriately from public view.

7.5.9. New multi-dwelling developments will be encouraged to provide a 3.0m front setback along public roadways.

7.5.10. New multi-dwelling developments will be encouraged to be developed with direct access to ground floor units and separated front-yard amenity space within the front setback.

Landscaping

7.5.11. New residential developments will be encouraged to maintain existing mature trees and landscaping during redevelopment.
7.6. Recreation and Cultural Campus

The Recreation and Cultural Campus has the most significant concentration of recreation and education facilities in the OTCP area and is located in close proximity to Main Street and other destinations in Stony Plain. The Recreation and Cultural Campus will provide space for a variety of educational, recreational and cultural facilities that are designed to be sensitive to the surrounding residential areas. These facilities will have good access through a network of collector roadways and active transportation options.

Objectives

- Develop the Recreation and Cultural Campus as a significant destination for residents and visitors.
- Integrate the built form and transportation network of the Recreation and Cultural Campus with Main Street and surrounding areas.
- Encourage the creation of an interconnected transportation network in the area that supports a full range of transportation options and mitigates traffic impacts on surrounding residential areas.
- Manage campus-wide parking to make efficient-use of shared facilities and land.

Policies

7.6.1. Future development within the Recreation and Cultural Campus will be in accordance with the policy framework established within this section and also identified in Map 13 Recreation and Cultural Campus.

7.6.2. The detailed site design and layout of the Recreation and Cultural Campus will be guided by the Culture and Recreation Site Plan as approved by the Town and amended from time to time.
Map 13 Recreation and Cultural Campus

Legend
- Character Area Boundary
- Institutional
- Public Park
- Trail
- New Street
- Mid-block Pedestrian Connection
- Institutional Frontage
- Secondary Transportation Hub
Land Use
7.6.3. A mix of institutional, educational and recreation facilities will be provided subject to the creation of a comprehensive site design and programming plan.

7.6.4. The integration of different types of facilities and parking and the co-sharing of facilities among different, compatible uses will be encouraged.

7.6.5. All new developments will contain high-quality public outdoor spaces to reinforce the area’s community use.

7.6.6. The integration of winter recreation activities like cross-country skiing and skating will be encouraged during the design of outdoor recreation spaces.

Built Form
Typologies
7.6.7. Suitable building typologies within the Recreation and Cultural Campus include Community Facilities.

7.6.8. Preferred uses include but are not limited to:
   a. Civic buildings;
   b. Schools;
   c. Cultural facilities;
   d. Indoor recreation facilities;
   e. Outdoor sports fields; and
   f. Outdoor winter recreation facilities.

Setbacks and Site Design
7.6.9. Ensure the integration of new institutional developments and developing areas within and adjacent to the Recreation and Cultural Campus through a variety of partnerships including school boards, cultural organizations and private developers.

Figure 9 Draft Stony Plain Recreation Centre Program Plan as of February 2019.
(Please note, the above is a draft visual, subject to change)
7.7. **Highway Commercial Character Area**

The Highway Commercial area provides for a range of large lot uses with good visibility and located along the major roadways of the OTCP area. The Highway Commercial area provides an opportunity for a range of medium-density commercial, residential and institutional uses requiring larger lots. Development within the Highway Commercial area is designed to accommodate the high numbers of travellers using the busy thoroughfares in the area.

**Objectives**
- Encourage the location of auto-oriented commercial uses adjacent to existing auto-oriented uses and high-traffic areas.
- Provide opportunities for larger, anchor uses requiring larger lots to locate in proximity to Main Street.
- Minimize the risk to development sites adjacent to the CN Rail line.
- Encourage a high-quality build-out of commercial sites along 49 Avenue.
- Ensure development along major transportation corridors incorporate access management and good safety design principles.

**Policies**

7.7.1. Future development within the Highway Commercial character area will be in accordance with the policy framework established within this section and also identified in Map 14 Highway Commercial Character Area.
Map 14 Highway Commercial Character Area

Legend
- Character Area Boundary
- Highway Commercial
- Residential Mixed-Use
- Public Park
- Institutional
- Trail
- Institutional Frontage
- Highway Commercial Frontage
- Residential Mixed-Use Frontage
- Railway
- Secondary Gateway

400m
Built Form

**Typologies**

7.7.2. The Town will consider and encourage the following building typologies within this character area:

a. North of 52 Avenue:
   i. Stand-alone Residential Mid-Rise
   ii. Stand-alone Commercial Mid-Rise
   iii. High-Quality Small-format Commercial
   iv. High-Quality Large-format Commercial
   v. Community Facilities

b. South of 52 Avenue:
   i. Street-oriented Mixed-use
   ii. Stand-alone Residential Mid-rise
   iii. Stand-alone Commercial Mid-rise
   iv. Low-scale Infill Forms
   v. Single Detached Housing

**Site Design**

7.7.3. New developments, redevelopment and infill along the Highway 779 corridor will be required to meet local access management guidelines.

7.7.4. New developments along Highway 779 south of 52 Street will be encouraged to provide access to developments through the rear alley.

7.7.5. Construction of new direct accesses along Highway 779 will be discouraged.

**Setbacks**

7.7.6. Residential and sensitive developments, as defined by other legislation, on sites adjacent to the CN Rail right-of-way will be setback a minimum of 30m from the edge of the CN Rail right-of-way and, where possible, will be encouraged to be oriented towards the street to screen the rail right-of-way from the street.

**Landscaping**

7.7.7. Opportunities to protect the remaining tree stands and natural areas and wetlands within the Highway Commercial area will be explored.

7.7.8. New developments will be required to provide adequate landscaping to provide sufficient open ground cover to minimize runoff into undrained swales, where present.
7.8. **Public Realm**

The public realm is shared space for all. Streets, plazas, parks and open spaces draw us together for daily activities and large civic events. They facilitate play, exercise, explore, and provide a safe and attractive setting through which to move and gather. With such a wide variety of space available in the public realm, everyone can find somewhere they feel comfortable.

**Objectives**

- Maintain and enhance the existing vibrant sense of place that is unique to Stony Plain.
- Encourage opportunities for healthy lifestyles and social connection by offering access to a variety of modes of transportation and places for recreation.
- Provide a variety of safe places for community connection and recreation that encourage diversity and cross-generational engagement.
- Use trees and vegetation to improve the quality of the local environment and recognize the wide range of benefits that come from Stony Plain’s natural ecosystems.
- Encourage an intuitive understanding of the OTCP area and the amenities that are available, using wayfinding elements and themed signage.
- Encourage vibrancy through public and private programming and use of community spaces and the Town Plaza.
- Improve safety and provide a sense of security through the use of Crime Prevention Through Environmental Design (CPTED) principles, accessible design and law enforcement.
- Apply the aspirations of the Parks and Open Space Master Plan through the planning and design of park spaces in the OTCP area.

**Policies**

7.8.1. The future transportation network within the OTCP area will be in general accordance with Map 15 Public Realm.

7.8.2. The aspirational target for park space distribution will be to have a park within 400m of every residential building.

7.8.3. Parks planning in the OTCP will be based on implementing a hierarchy of public parks and open spaces that support a range of uses and intensities. The hierarchy includes the following park typologies:
   a. Public Plazas;
   b. Neighbourhood Parks;
   c. Community Parks;
   d. Destination Parks; and
   e. Linear Parks.

7.8.4. Planting of local species and integration of Low Impact Development (LID) features into the public realm including parks and other publicly owned spaces will be encouraged to enhance the benefits provided by those spaces.

7.8.5. Provide a variety of microclimate environments through the use of shade and open access to solar radiation.

7.8.6. Park and streetscape design will seek to integrate winter design principles into the planning and design of those spaces to provide more accessible year-round use of those spaces.

7.8.7. Park and streetscape design will seek to provide a comfortable environment that encourages public gathering that is free of pollution and excess noise.
Public Plazas
Public plazas are intended for gatherings, events, play, and rest and should be integrated with surrounding buildings and land uses in an interconnected manner that helps to activate the public plaza spaces.

7.8.8. Design public plaza spaces to be flexible, to meet the needs of a wide variety of uses, consider future programming opportunities and provide facilities to support possible uses throughout all four seasons.

7.8.9. The integration of neighbouring buildings into the programming and activation of public plazas will be encouraged.

7.8.10. Principles of public plaza design will be integrated into the design of the proposed transportation hubs. This integration will support them as major new destinations and everyday use areas in the OTCP area.

7.8.11. The integration of multi-purpose amenities like bike racks, benches, waste and recycling facilities to support the transportation hubs as an active transportation access point will be encouraged.

Neighbourhood Parks
Neighbourhood Parks are intended as the smallest scale public park spaces within the OTCP area. These neighbourhood parks provide spaces for everyday use by local residents and low intensity gatherings by neighbourhood residents.

7.8.12. The development of neighbourhood parks, which serve local communities, and which contain amenities that support a variety of users, will be encouraged.

7.8.13. Neighbourhood parks may be created as either temporary and interim uses, where redevelopment has yet to occur on vacant land, or as a permanent use where there is a need to fill a gap in the 400m target from residential buildings.

Community Parks
Community parks are intended as larger-scale open spaces meant for community and school use. Community parks typically serve a larger population than neighbourhood parks and should include a range of passive recreation spaces alongside active programmable spaces which can be used simultaneously. They may also include sports fields, playgrounds, dog parks and other activities.

7.8.14. Encourage high-quality maintenance in all community parks.

7.8.15. Review existing community parks and consider re-development where parks receive minimal use.

7.8.16. Programming and design of community parks should be undertaken in accordance with the Town’s Open Space Master Plan.

7.8.17. Public engagement on the topic of community park design will be undertaken during the design and development of park spaces.

7.8.18. Community parks will be encouraged to connect to the town’s active transportation network where feasible.

Destination Parks
Destination parks are the largest and most intensively used park spaces in the OTCP area. Destination parks include Rotary Park and Heritage Park and may include portions of the Recreation and Cultural Campus as it is developed. These destination parks are envisioned to have the highest intensity of use for special occasions including local tournaments, recreation events and community festivals.

7.8.19. Connect Stony Plain parks with trails and other active transportation options, improving residents’ options for mobility and access when recreating.
Linear Parks
Linear parks provide opportunities for recreation and transportation along major linear features within the OTCP area. These greenways can include trails adjacent to linear features like waterways or utility corridors. These linear parks form the foundation of the town’s existing trail network and will continue to serve important active mobility roles in the future.

7.8.20. The development of linear parks along waterways, undevelopable areas or where needed to improve the connectivity of existing parks to streets will be encouraged.

7.8.21. The design and development of linear parks will avoid the riparian zone of waterbodies to allow ecological functions to remain when development is adjacent to a natural waterbody.

7.8.22. Provide accessible trails that are easily navigated, have sufficient wayfinding opportunities and provide places to rest.

Natural Areas
7.8.23. The preservation of remaining natural areas including tree stands, wetlands and other waterways will be encouraged with the goal of establishing a network of ecologically functional spaces including wildlife corridors and natural habitat preserves.

7.8.24. The preservation of these spaces should be undertaken with an acknowledgement that these natural spaces provide valuable ecosystem services including but not limited to run-off management and infiltration, flood protection, water filtration, and pollinator habitat in addition to their aesthetic and social value.

7.8.25. The retention of natural areas will be promoted through the use of environmental reserve, conservation reserve dedications, conservation easements or other preservation tools and partnerships as appropriate.

7.8.26. Human use of areas identified as ecological reserve may include parks, low-intensity recreation uses and natural education opportunities.

7.8.27. Naturalization of previously disturbed areas will be encouraged during redevelopment of parks and open spaces in order to restore the ecological integrity of natural areas within the OTCP area.

Trail network
7.8.28. Develop an accessible trail and active transportation network that provides continuous connection within the OTCP area as well as access to adjacent neighbourhoods and regional destinations.

7.8.29. Ensure that trail design and maintenance establishes a welcoming and safe system for users of all ages and abilities.

7.8.30. Provide trail connections that provide continuous walking/cycling circuits of various lengths that are accessible from the OTCP area and high-density residential developments, and that provide a wide variety of different urban and natural experiences.

Streetscapes and sidewalk improvements
7.8.31. Provide improvements that enhance pedestrian safety and encourage easy movement throughout the OTCP area.

7.8.32. Filling of missing sidewalk links for all pedestrian connections throughout the OTCP area will be undertaken in order to provide a highly connected pedestrian network.

Gateways
7.8.33. Wayfinding, place-making, and visual indicators that surround and identify key areas within the OTCP area will be provided.
7.8.34. Consider a variety of scales and transportation options when designing wayfinding markers, including the provision of pedestrian focused and scaled gateways, that provide a sense of hierarchy depending on the importance of the entry.

7.8.35. Other amenities that supplement the gateways that encourage socialization and informal gathering should be considered.

**Events and Programming**

7.8.36. Encourage downtown events, art installations, social and recreational activities in the downtown core.

7.8.37. Allow and encourage programming and events that make temporary use of Main Street and other parts of the public realm and may include:
   a. Changing their character and use for a period of time;
   b. Formal programming in plazas and parks; and
   c. The creation of additional social spaces.

7.8.38. Collaboration with local partners and businesses to sponsor and promote events throughout the OTCP area will be encouraged.

**Wayfinding**

7.8.39. Vehicle and pedestrian wayfinding and gateways as identified in Map 15 Public Realm will be encouraged to be integrated into the *Town of Stony Plain’s Signage and Wayfinding Strategy – Phased Implementation Strategy and Budgeting*.

7.8.40. Entryway nodes will be developed at entrances to major destinations including Main Street, Recreation and Cultural Campus, and Heritage Park.

7.8.41. Wayfinding will be encouraged to be provided to support route-finding along multi-use trails.

**Crime Prevention Through Environmental Design (CPTED)**

7.8.42. The goal of CPTED is to reduce opportunities for crime through the intentional design of structures and neighbourhoods. CPTED design principles should be included during the design of the public realm to provide the following benefits, including but not limited to:
   a. Increasing the safety of the OTCP area neighborhoods;
   b. Improved access controls to public and private sites;
   c. Improved wayfinding;
   d. An improved sense of pedestrian safety through natural surveillance and; and
   e. Reducing injury accidents in multimodal corridors.
Map 15 Public Realm

Legend
- Old Town Community Plan Boundary
- Key Buildings
- Public Park
- Private Park
- School / Educational Land
- Trail
- Natural Areas on Private Land
- Proposed Town Square
- Proposed Park
- Primary Gateway
- Secondary Gateway
- Proposed Trail
- Proposed Trail / Active Transportation Corridor
- Corridor outside of OTCP area
7.9.  **Transportation**

The transportation network within the OTCP area is envisioned to develop into a network that accommodates pedestrian, active transportation (cycling, walking, and others), vehicle traffic and public transit options. Pedestrian safety and enjoyment will be prioritized through appropriate infrastructure improvements. In addition, this plan envisions the implementation of a functional road hierarchy and mobility options that encourages efficient transportation and limits traffic impacts to residential areas.

**Objectives**
- Enhance pedestrian safety, priority and presence throughout the OTCP area to improve the pedestrian experience.
- Implement a functional roadway hierarchy that encourages efficiency, safety and limits traffic impacts.
- Integrate supports for active transportation into the design of all roadways.
- Integrate different transportation options through high quality transportation mode transfer points.

**Policies**

7.9.1. The future transportation network within the OTCP area will be in general accordance with Map 16 Transportation and the policy framework established in this section.

**Streetscape and Roadway Rehabilitation**

7.9.2. The financial viability of undertaking streetscape/public realm improvement projects for streets scheduled for regular roadway rehabilitation will be explored subject to the following:

- a. Interest from the community; or
- b. Financial viability of roadway renewal.

**Extend the existing street grid into the Recreation and Cultural Campus**

7.9.3. Additional access within and into the Recreation and Cultural Campus should be explored subject to further study and landowner interest.

7.9.4. The potential accesses to be explored include but are not limited to:

- a. Extend 55 Avenue through the PERC building;
- b. Extend 51 Street to the south to connect to 57 Avenue;
- c. Provide trail connections through the west end of the Recreation and Cultural Campus; and
- d. Develop appropriate functional hierarchies to provide access and limit traffic nuisances in the surrounding residential areas.

**Implementation of a functional street hierarchy**

7.9.5. The street network in the OTCP will be developed as a functional street hierarchy that channels traffic from local to major roadways safely and effectively.

7.9.6. The development of complete streets that provide opportunities for all forms of transportation and that are safe for all users will be encouraged.

7.9.7. Funding mechanisms and improvement plans for upgrading existing streets in the OTCP area that do not currently meet an urban roadway standard will be explored.

**Future Streets**

7.9.8. Future subdivisions of lots within the OTCP area will be in general accordance with the framework of future public streets established in Map 16 Transportation.

7.9.9. Future public streets will be developed to meet the Town’s existing roadway classification system including provision of active transportation infrastructure.

7.9.10. The use of rear alleys as the primary access for new stand-alone residential and commercial developments within the OTCP area will be encouraged.
Map 16 Transportation
Location specific cross sections

7.9.11. Roadway enhancements will be undertaken to implement the collector roadway network as proposed in Map 16 Transportation. Modifications will be made to specific roadways based on the following conceptual cross sections which establish the desired mobility options for each street.

50 Avenue east of Main Street, 53 Avenue east of Main Street

Figure 10 Illustration of the existing typical cross section of 50 Avenue and 53 Avenue east of Main Street.

50 Street north of CN Tracks

Figure 12 Potential future 50 Street cross section with existing drainage swale maintained and additional pedestrian walk installed.
Figure 13 Long-term future 50 Street cross section with existing drainage swale replaced by urban style curb and gutter system and additional boulevard tree plantings.

52 Street north of 52 Avenue

Figure 14 Illustration of the existing typical cross section of 52 Street north of 53 Avenue.

Figure 15 Typical future collector roadway cross section showing shared use path to accommodate active transportation options.
**Public Transit**

7.9.12. The Town is encouraged to integrate the design of transit systems and infrastructure with the implementation of the OTCP to ensure that the urban design and land use aspirations of this plan are enabled and complemented by the transit system.

7.9.13. Transit facilities are encouraged to be designed in a manner that is fully accessible for people with limited mobility, to connect to major destinations in the OTCP area and be integrated with other forms of vehicular and active transportation options.

**transportation hubs**

7.9.14. A series of transportation hubs will be established that serve as multi-modal transportation connections for pedestrians, drivers, and cyclists in general accordance with Map 16 Transportation and subject to land availability, transit implementation and further study.

7.9.15. The design of transportation hubs will explore the provision of secure bicycle storage and opportunities to provide public amenities including washrooms and convenience services.

**Parking**

7.9.16. New development will be required to provide adequate on-site parking in accordance with the current parking standards established in the Town’s Land Use Bylaw. The Development Authority may consider additional on-site parking than required by the Town’s Land use Bylaw, provided that all proposed parking is accommodated within subject site and off-site traffic impact assessment and mitigation strategy is provided by the applicant to the satisfaction of the Development Authority.

7.9.17. In order to address the additional parking requirements generated by the potential intensification in the OTCP boundary, the Town should explore the following parking demand management strategies:

   a. Reduce demand: In the short-term, the Town should promote implementation of the active transportation modes to and from the Downtown core in accordance with Map 16 Transportation.

   b. Manage demand: In the medium-term, the Town should invest in additional traffic control systems to increase the roadway corridor capacity.

   c. Increase supply: In the long-term, the Town should consider developing portions of the identified Transportation Hub sites into structured parking facilities to accommodate future parking demand. The site design of such transportation hubs should consider long-term transformation of surface parking lots into structured parking facilities.

7.9.18. Prior to achieving the 25% intensification target established in the OTCP, the Town should undertake a detailed parking strategy update study to review the overall parking availability, market demand and update the parking standards of the Land Use Bylaw to address future parking demand at that time.

7.9.19. The daily use of town-owned parking lots as transportation hubs and as special event parking will be encouraged.

**On-street Parking**

7.9.20. Management of on-street parking on Main Street will be explored through the use of time limits, partnership with local businesses, and enforcement.

7.9.21. Opportunities for private businesses or residents to initiate seasonal removal of parking stalls on Main Street and in the Town Core character area to accommodate outdoor patio space will be encouraged.

7.9.22. Developments that reduce the number of on-street parking stalls will be encouraged to find alternative design solutions which limit the removal of stalls from the on-street parking inventory.

7.9.23. Opportunities to reduce parking standards on Main Street and in the Town Core character areas will be considered in recognition of the existing on-street parking available throughout the area.
Active Transportation

Pedestrian Crosswalks
7.9.24. The installation of marked crosswalks and marked mid-block crossings at major roadways to improve pedestrian safety and connectivity will be prioritized.

7.9.25. Legal mid-block crossing locations will be considered near major destinations including the Recreation and Cultural Campus and Heritage Park.

Active Transportation
7.9.26. Implementing a connected multi-use trail network on existing collector roadways to bring the roads up to its existing collector roadway standard will be explored subject to its feasibility and detailed study of individual road rights-of-way.

7.9.27. Integration of the existing multi-use trail network with the planned collector road trail network will be prioritized.

7.9.28. The removal of one side of on-street parking will be considered where necessary to allow for the implementation of the active transportation component of the urban collector road standard.

7.9.29. Snow clearance on multi-use trails and collector road trail networks will be prioritized following major snow events.
7.10. **Social Infrastructure**

Social infrastructure can be defined as the set of physical places and organizations that give structure to our social interactions. Social infrastructure can include both public spaces like libraries, parks, community centres and youth centres as well as privately owned spaces like cafés, privately-owned publicly accessible spaces (POPS), and private clubs. These pieces of social infrastructure can help to strengthen the sense of community and ties between local residents and help to lessen concerns about social isolation or polarization in the public realm. The OTCP area contains numerous pieces of social infrastructure, many of which are slated for investment and renewal and will help to strengthen the community connections and civic pride in Stony Plain.

**Objectives**

- Integrate the planning of important pieces of social infrastructure to complement and strengthen the area’s public realm and social connections.
- Promote the long-term maintenance and retrofitting of existing social spaces to meet current and changing demands in the community.
- Support the creation new murals and works of public art.
- Work with local businesses and community groups to establish public and private social spaces which strengthen the sense of community.
- Support the local businesses located within the OTCP area as redevelopment and infrastructure reconstruction occurs.

**Policies**

7.10.1. The physical implementation of policies established in this section will be in general accordance with Map 17 Social Infrastructure and the policy framework established in this section.

**Old Town Social Infrastructure**

7.10.2. Social Infrastructure will be encouraged to be integrated into existing residential and commercial areas in order to facilitate access.

7.10.3. The creation of an inventory and asset management program will be encouraged to ensure that funding for the maintenance and operation of existing publicly funded social spaces be integrated into the capital budget discussion and corporate planning process.

7.10.4. Privately-owned publicly-accessible spaces will be encouraged to provide opportunities for social gatherings that are both indoors and outdoors in order to support social interactions and street activation in the OTCP area year-round.

**Cultural Spaces and Events**

7.10.5. The development of a museum and/or additional cultural space within the OTCP area to provide space for historical and contemporary cultural events will be explored in conjunction with the ongoing development of the Recreation and Cultural Campus.

7.10.6. The integration of Indigenous cultural practices and educational experiences into Town-owned cultural facilities will be explored with local Indigenous organizations and groups.

7.10.7. The integration of other cultural practices and educational experiences into Town-owned cultural facilities will be explored with local cultural organizations and groups.

7.10.8. Year-round community events that celebrate the cultural identity of Stony Plain will be supported.
Map 17 Social Infrastructure
Public Art
7.10.9. Public art features that promote the cultural connections of Stony Plain and the surrounding area will be supported on public property and encouraged on private property.

7.10.10. The involvement of the local, regional and international art community in the creation design unique public art features and murals throughout the OTCP area will be encouraged.

Business Supports
7.10.11. The creation of a Main Street and Old Town business association may be explored with local partners to provide a cohesive voice for businesses in the OTCP area.

7.10.12. Clear communication of Town-led initiatives and capital projects to local business owners will be promoted through:
   a. Mailing lists;
   b. Open houses and info sessions; and
   c. Social media.

7.10.13. Tourism and visitor attraction initiatives will be explored with local partners to identify tourism development initiatives.
7.11. Winter Design
Considering the winter design of public spaces can help mitigate some of the challenges of winter weather. This includes identifying opportunities to include good winter design practices during building placement, site design and consideration of vegetation plantings and architectural details. Implementing successful winter design principles into the public realm and new developments can help to promote the use of spaces year-round.

Objectives
- Create a public realm and built form environment supportive of embracing and celebrating the winter season.
- Provide appropriate amenities for a safe and comfortable pedestrian experience throughout the OTCP area during the winter season.

Policies
Activities
7.11.1. Opportunities for outdoor winter activities within public spaces will be promoted by:
   a. The inclusion of winter activity amenities during the redevelopment of public spaces;
   b. The seasonal use of larger public open spaces for winter activities;
   c. Providing equipment rental for winter activities;
   d. Supporting winter festivals and events that celebrate the winter season; and
   e. Encouraging public and private winter patios that provide outdoor space heaters.

Site Design
7.11.2. Building placement and massing will maximize the exposure of public outdoor spaces to sunlight and minimize winds through:
   a. Outdoor public spaces with south-facing exposures;
   b. The placement of coniferous trees to create a wind block in public spaces and along blank walls;
   c. The planting of deciduous trees along southern edges of public spaces to ensure the infiltration of sunlight; and
   d. The use of heated shelters and outdoor space heaters to offer warm up locations.

Transportation
7.11.3. Frequent and effective snow removal of all transportation routes such as sidewalks, roads, trails and public open spaces will be prioritized to improve accessibility in the winter.
7.11.4. Road clearing practices will ensure that displaced snow does not accumulate on adjacent sidewalks.
7.11.5. Mid-block pedestrian crossings will be encouraged to improve access and connectivity to major building entrances.

Architectural Details
7.11.6. The incorporation of vibrant building material colours and architectural lighting features in new developments will be encouraged to create an exciting and lively built form during the winter season.
7.11.7. Lighting of buildings and landscapes will be encouraged to create visual interest and warmth.
7.11.8. Town facilities and new private developments should be encouraged to be designed to limit spill over of light into neighbouring residential and natural areas where possible and promote the concept of ‘dark skies’ within Stony Plain.
7.12. Servicing

Development of a vibrant OTCP area with new commercial, residential, institutional and mixed-use developments needs to be supported by appropriate water, sanitary and stormwater systems. Public and private investments in the infrastructure in Stony Plain would ensure long-term viability of the area as vibrant community assets.

Objectives

- Ensure that new development in the OTCP area is connected to municipal water and sewer infrastructure.
- Ensure adequate servicing capacity is available to serve future developments.
- Ensure that new developments in the OTCP area adequately manage stormwater runoff either through site design or infrastructure systems.
- New developments are able to disperse the cost of infrastructure upgrades to subsequent development that benefits from past investment.

Policies

7.12.1. New developments will be required to ensure that stormwater runoff is adequately managed to the satisfaction of the development authority by the design of the development through the following options, or similar:
   a. Integration and connection to an existing stormwater management system;
   b. Reduction of impermeable services;
   c. Implementation of on-site stormwater retention; and
   d. Construction of Low Impact Development (LID) structures;

7.12.2. The design of stormwater facilities within the OTCP area will enhance ecological functions and the aesthetic of the landscape.

7.12.3. Unserviced sites within the OTCP will be required to connect to municipal water and sewer during redevelopment.

7.12.4. Servicing capacity in the OTCP will be reviewed to identify minimum improvements necessary to attract private investment in the area.

7.12.5. New developments will be required to undertake servicing studies and may be required to contribute to off-site levies and establish servicing agreements with the Town as a requirement for subdivision or development permit to cover the cost of off-site infrastructure improvements.

7.12.6. Developments which are required to ‘oversize’ new infrastructure to accommodate future growth will be encouraged to establish funding levies from subsequent projects to recapture their costs.
Map 18 Servicing

Legend
- Old Town Community Plan Boundary
- Water Line - Existing
- Wastewater Line - Existing
- Stormwater Facility - Existing
- Urban Services Needed

GSA
7.13. **Urban Centre**

Section 5.7.3.a of the EMRB *Growth Plan* requires that:

> “the centres density target for urban centres and sub-regional centres will be measured as dwelling units per net residential hectare (du/nrha) and be applied to the area delineated by the member municipality as the boundary of the centre;”

This plan delineates an Urban Centre as Stony Plain’s existing mixed-use core made up of the Town Core and Main Street character areas which are expected to intensify as the Urban Centre expands.

**Objectives**

- Delineate the urban centre of the Town of Stony Plain for future monitoring and reporting to the EMRB.
- Provide an opportunity to meet the aspirational urban centre density target of the EMRB *Growth Plan*.
- Provide metrics for monitoring and reporting on the urban centre area of the OTCP.

**Policies**

7.13.1. The Urban Centre of Stony Plain is identified on Map 19 Stony Plain Urban Centre.

7.13.2. The Urban Centre includes lands within the Town Core and Main Street character areas which are expected to see the highest level of intensification over the lifespan of the OTCP.

7.13.3. The aspirational density of the Urban Centre will be 100 du/nrha.

7.13.4. Development regulations in the Urban Centre will be developed to allow additional residential density sufficient to meet the aspirational density target at full build-out of the Urban Centre.

7.13.5. The Town of Stony Plain will report the achievement of the urban centre density target on an annual basis in accordance with the requirements of the EMRB, as amended from time to time.
Map 19 Stony Plain Urban Centre

Legend
- Old Town Community Plan Boundary
- Urban Centre Boundary
- Main Street
- Town Core
- Old Town North
- Mature Residential
- Residential Mixed-Use
- Institutional
- Highway Commercial
- Commercial Mixed-Use
- Park and Ride
- Transit Hub

Scale: 400m
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8. Implementation Strategy
Effective delivery of a concise and achievable implementation strategy can ensure that tangible benefits of a planning vision are realized. The following is a summary of benefits of establishing a comprehensive implementation strategy:

- Clear vision of the future towards which community and businesses can progress.
- Committed infrastructure improvements — public sector investments attract private sector development.
- Focused and aligned development in the OTCP area.
- Creation of an inventory of available services and partners.
- Documentation of key projects and recommendations from the project team into the future.
- Improved transparency and clarity of expectations for residents.

8.1. Implementation Framework

The implementation strategy for the OTCP is guided by the following key actions which represent a chronological implementation plan from adoption to review. Finally, an Action Plan is provided which captures the essence of each implementation action and provides guidance on project and budgeting priorities.

**Action Plan**

The Action Plan for the OTCP includes a preliminary list of actions to be taken by the Town and those who would partner with the Town in the future to achieve the vision for the OTCP. The Action Plan contains a series of recommendations about priority actions and preliminary assessment of cost, timing and responsible partners. The Action Plan is divided into the following categories:

- Catalyst Projects;
- Regulation/Policy;
- Studies;
- Incentive Programs;
- Partnerships; and
- Advocacy.
8.2. Adopting and Implementing the Plan

8.2.1. Supporting Studies
The Town should consider undertaking the following studies, which could provide additional detail and information to inform the implementation of the OTCP.

**Built form and Master Planning**
- Main Street and Town Core Form Based Code Feasibility Study
- Main Street and Town Core Design and Architectural Guidelines
- Old Town North New Roadway Alignment Concept
- Recreation and Cultural Campus Masterplan (ongoing)

**Parking**
- Recreation and Cultural Campus Parking Management Strategy

**Infrastructure**
- Underground utilities Physical Condition Assessment
- Rail Crossing Feasibility Study
- Old Town North – Proposed Servicing Concept
- 49 Avenue Arterial Feasibility and Functionality Assessment
8.2.2. **Alignment of the Land Use Bylaw**
The Land Use Bylaw is the most effective legislative tools to steer development towards the vision established in the OTCP. Amendments to the Town of Stony Plain Land Use Bylaw (LUB) #2576/LUO/17 will be required to align its regulations to the new long-term vision established for the OTCP areas.

**General Alignment**
The current OTCP area is faced by a number of challenges including aging infrastructure, a range of urban and country-style developments and competition with newer neighbourhoods and other commercial areas. Smaller businesses within the OTCP area must compete with large format, nationally branded stores in other parts of Stony Plain, Spruce Grove and Edmonton. The OTCP provides a long-term vision to strengthen the area’s pedestrian realm and business environment and transform it into a business friendly and vibrant mixed-use community with a diverse range of housing options, and supported by festivals, events, amenities and a strong sense of community. In order to achieve this long-term vision, the potential Land Use Bylaw (LUB) amendments should:

- Focus specific types of development or uses to support the identified roles of each character area;
- Ensure the commercial offering of each character area is complementary to the entire OTCP area;
- Ensure permitted and discretionary commercial uses along the Highway Commercial Character Area are complementary to commercial uses on Main Street and Town Core character areas;
- Foster higher densities in specific character areas to support the growth of these areas;
- Continue to provide opportunities to introduce residences within the character areas to increase pedestrian activity;
- Develop a positive perception and pedestrian experience of OTCP area through design; and
- Minimize vehicle-oriented urban forms and address unique parking requirements of visitors.

The current LUB districts found within the OTCP boundary, as shown in Map 20 Existing Zoning within Character Areas, are:

<table>
<thead>
<tr>
<th>Residential Districts</th>
<th>Commercial and Mixed-Use Districts</th>
<th>Urban Services Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1 – Large Lot Detached Dwelling Residential District</td>
<td>C1 – Local Commercial District</td>
<td>P1 – Parks District</td>
</tr>
<tr>
<td>R4 – Mixed Form Residential District</td>
<td>C2 – General Commercial District</td>
<td>P2 – Community Services District</td>
</tr>
<tr>
<td>R5 – Small Lot Mixed-Form Residential District</td>
<td>C3 – Central Mixed-Use District</td>
<td>P3 – Utility District</td>
</tr>
<tr>
<td>R6 – Comprehensively Planned Residential District</td>
<td>M1 – Business Industrial District</td>
<td></td>
</tr>
<tr>
<td>R8 – High Density Residential District</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The current LUB districts found within the OTCP boundary, as shown in Map 20 Existing Zoning within Character Areas, are:
The following provides a summary of each OTCP character area, the uses currently found in that area and commentary that should inform the changes to those LUB districts.

**Old Town North**
The OTCP envisions that Old Town North will be an urban, mixed residential and commercial area. The OTCP policy framework seeks to establish a more urban form for the area and allow ongoing redevelopment to occur.
The current LUB districts found in this character area are:
- C2 – General Commercial
- C3 – Central Mixed-Use
- P1 – Parks
- P2 – Community Services

The residential areas fronting on 47 Avenue should be redistricted to a more focused residential district while the areas of 50 Street and 44 Avenue currently home to larger commercial lots should remain zoned as C2 – General Commercial.

Districts fronting onto 50 Street south of 44 Avenue should remain available for commercial uses with opportunities for either high-quality, small format commercial or Main Street commercial developments.

**Main Street**
The OTCP envisions that Main Street will continue to be the main pedestrian shopping street in Stony Plain. The OTCP policy framework seeks to allow a higher-scale of development and more active street frontages along Main Street. The current LUB districts found in this character area are:
- C2 – General Commercial
- C3 – Central Mixed-Use

The existing C3 district provides the most flexibility and highest development potential for commercial mixed-use districts in the current Stony Plain LUB. This district is appropriate for the land use vision of the Main Street character area but specific regulations should be put in place to require the proposed stepback for upper stories.

**Town Core**
The OTCP envisions that the Town Core will be a mixed-use, medium density area. The OTCP policy framework seeks a medium-scale form and a diverse mix of housing typologies and mixed-use developments. The current LUB district found in this character area is:
- C3 – Central Mixed-Use

The existing C3 district provides opportunities for the types of development envisioned for the Town Core area.

**Mature Residential**
The OTCP envisions that the Mature Residential areas will continue to be predominantly residential with opportunities for low-scale infill in the form of duplexes, town homes and secondary suites. It also seeks to allow compatible neighbourhood commercial uses that serve the surrounding neighbourhood. The current LUB districts found in this character area are:
- R1 – Residential Large Lot Detached Dwelling
- R2 – Residential Detached Dwelling
- R4 – Residential Mixed Form
- R5 – Residential Small Lot Mixed Form
- R6 – Residential Comprehensively Planned
- R8 – Residential High Density
- P3 – Utility
- P2 – Community Services
- C1 – Local Commercial
- C3 – Central Mixed-Use
There are a number of minor changes to be made to multiple districts in order to achieve the vision of the OTCP for low-scale infill. These developments may also be allowed through an expedited redistrict process to allow individual landowners to undertake re-districting that are in line with the OTCP vision. Other ideas include:

- Provide opportunities for secondary suites, garden suites, and duplexes to be allowed on corner lots within Mature Residential character areas; and
- Develop policy to describe when a site might be suitable for conversion from a single detached home to a multi-dwelling development.

**Recreation and Cultural Campus**

The OTCP envisions that the Recreation and Cultural Campus will be the main cultural and recreational hub in Stony Plain. The OTCP policy framework seeks that the Recreation and Cultural Campus provides opportunities for a variety of indoor and outdoor recreation uses, education facilities and cultural facilities at multiple scales. The current LUB districts found in this character area are:

- P1 – Parks
- P2 – Community Services

These districts may provide the appropriate uses for the Recreation and Cultural Campus but there may be a need to implement specific urban design regulations for this character area to achieve the long-term vision of the campus.

**Highway Commercial**

The OTCP envisions that the Highway Commercial will continue as the primary auto-oriented commercial area in the OTCP. The OTCP policy framework seeks to allow a compatible set of businesses within the Highway Commercial area to complement the uses on Main Street. The current LUB districts found in this character area are:

- C2 – General Commercial
- C3 – Central Mixed-Use
- P2 – Community Services
- R4 – Mixed Form
- R6 – Residential Comprehensively Planned
- R8 – Residential High Density

Changes to the district in the Highway Commercial character area should revolve around providing the appropriate built form to achieve the OTCP vision. The areas south of Oatway Drive should be considered for redistrict to C3 or R8 to allow redevelopment to high-density residential with rear lane vehicle access.
Map 20 Existing Districts within Character Areas

Legend
- Old Town Community Plan Boundary
- Key Buildings
- FD - Future Development
- C1 - Local Commercial
- C2 - General Commercial
- C3 - Central Mixed Use
- R1 - Large Lot Detached Dwelling
- R2 - Detached Dwelling
- R3 - Manufactured Home
- R4 - Mixed Form
- R5 - Small Lot Mixed Form
- R6 - Comprehensively Planned
- R8 - High Density Residential
- M1 - Business Industrial
- P1 - Parks
- P2 - Community Services
- P3 - Utility

[Map of Old Town Community Plan with various districts and symbols]
8.3. **Funding the Plan**

Capital expenditure will be required for implementation of the OTCP. Funding should be acquired and sought from multiple sources. The following three key funding sources should be considered:

- Council budget;
- Provincial and federal grants; and
- Development contributions.

An off-site development levy in accordance with Section 647 of the Act is not expected to be applied as part of the OTCP implementation.

Once capital funding is allocated, it should be invested into the strategic projects outlined below that act as catalysts to facilitating the change, and fostering the right market to instigate development to be guided by the OTCP:

**Immediate Implementation**

In the most recent Corporate Plan (2019-2021) the Town has allocated capital funding to complete several projects relevant to the OTCP’s implementation. They include:

**Old Town North**
- Signage Strategy Implementation Phase II/III – Rotary Park Digital Sign, Stony Plain Outdoor Swimming Pool, Stony Plain Fire Hall, and other community facility signs

**Main Street**
- Downtown Library Expansion
- Downtown Redevelopment

**Town Core**
- Downtown Community Centre Renovation
- Town Square Design and Land Assembly
Recreation and Cultural Campus
- Conceptual Design for Recreation and Cultural Facility Development
- Culture Centre Design
- Community Recreation Centre Design
- Community Recreation Centre Construction
- Cultural Plan Renewal/Public Art Strategy
- Brickyard Drive Construction – Outside of the OTCP area
- Utilities and Servicing Upgrades for Stony Plain Central School
- Tourism Strategy

Highway Commercial
- Burying utilities along Highway 779

8.3.1. Provincial and Federal Grants/Incentives
A wide range of provincial and federal grants and initiatives are available to municipalities to undertake projects including but not limited to public realm improvements, transit, housing, brownfield development, placemaking, infrastructure upgrades and sustainability. The grants and funds listed below have been reviewed for suitability and should be explored further by the Town. In addition, it is recommended that the Town contact program coordinators directly prior to preparing applications, to better gauge support and confirm eligibility of project.
- Alberta Community Resiliency Program (ACRP)
- Alberta Community Partnership (ACP)
- Alberta Municipal Water/Wastewater Partnership (AMWWP)/Water for Life
- Basic Municipal Transportation Grant (BMTG)
- Community Facility Enhancement Program
- Canada Cultural Spaces Fund
- Municipal Sustainability Initiative (MSI) – Capital
- Municipal Sustainability Initiative (MSI) – Operating
- Grants in Place of Taxes (GIPOT)
- Strategic Transportation Infrastructure Program (STIP)
- Federal Gas Tax Fund (GTF)
- Public Transit Infrastructure Fund (PTIF) Phase I
- Federation of Canadian Municipalities – Green Municipal Fund
- Federation of Canadian Municipalities – Climate Change Capital Project Grants
- Green Transit Incentives Program (GreenTRIP)
- Affordable Rental Innovation Fund
- Investment in Affordable Housing Agreement (2011-19)
8.4. **Supporting the Plan**

To properly implement the OTCP, the Town must do more than adopting the OTCP, aligning the LUB, and producing supporting studies. The Town must also take a leadership role by preparing the community for redevelopment both in terms of physical infrastructure but also establish conditions where developers and other community-building agents are interested in participating in redevelopment.

On top of working to draw in new developments and support those interested in conducting business in Stony Plain, the Town must also take a series of focused and concerted actions to draw attention to the proposed redevelopment opportunities.

The following is a recommended list of key priorities and catalyst projects that will help to realize the vision of the OTCP. The delivery of these key strategic priorities will directly confront the challenges of the OTCP area, build on existing strengths, and leverage participation from all of those who benefit from the OTCP area.

8.4.1. **Town-led Catalyst Projects**

The Plan sets out a number of key strategic priorities that are essential to the transformation of the OTCP area over the next 15 years. These projects and investments have a strong potential to trigger redevelopment, send a positive message to the development industry, and eventually attract new private investments to the community.

The Town-led Catalyst Projects are classified into the following four categories:

- Strengthen the Heart of Stony Plain;
- Infrastructure and parks;
- Improving connections and accessibility; and
- Establishing administrative framework.

These projects are essential to realizing the OTCP vision to create a vibrant, well designed and pedestrian friendly OTCP area.
Strengthen the Heart of Stony Plain

Central to establishing the OTCP area as a sustainable and vibrant commercial area is to establish the area as the prime destination for visitors and locals seeking services within Stony Plain. At this time, the commercial areas within the OTCP area compete against a variety of auto-oriented forms which offer a number of benefits in terms of access, parking and affordable lease space compared to the OTCP area. In response to this, the OTCP must establish itself as a unique destination that not only provides the services that consumers seek but is also a unique attraction in Stony Plain.

Town Square

The need to provide a central gathering place as a focal point is a key component of the development concept and originally identified in the 2007 Stony Plain Master Plan. Since that time, the Town has continued to acquire lands within the Town Core area for the gathering place and design of the park is planned as part of the most recent Strategic Plan. The Town Square will provide an opportunity for civic events located directly within the residential and commercial core of the Old Town neighbourhood.

Cultural Anchor and Museum

A cultural facility is a key component of the development concept for the Recreation and Cultural Campus. A cultural facility will provide an additional draw to the area and help to diversify the types and motivations of visitors in Stony Plain. As part of the ongoing development plans for the Recreation and Cultural Campus, the Town is exploring the opportunity for a cultural anchor in the area. Work regarding that project is planned to include community engagement and conceptual design for the cultural anchor and additional funds for more detailed design is planned in the near term.

Entrance Features

Entrance features and other wayfinding signage help to point visitors and locals to Main Street and to signify that visitors are reaching a destination of interest. Entrance arches are proposed as part of the Downtown Streetscape Renewal to indicate where Main Street begins and ends. This plan includes a high-level concept for entrance features that also indicate other major destinations within the OTCP area including the Recreation and Cultural Campus, Heritage Park and Town Core. See Section 7.8 Public Realm for additional information.

Tactical Placemaking

In addition to major placemaking initiatives like the Town Square, cultural anchor, and other hard infrastructure projects, smaller scale placemaking initiatives are an important component of achieving the vision for the OTCP area. These initiatives are closely linked in with active programming of public spaces within the OTCP area including festivals, events, art installations, sports events and other cultural events. It also includes more liberal use of the Town’s largest land assets including temporary closure and use of its streets and avenues for public events. The Town is already involved in tactical placemaking events at a variety of scales including the annual Christmas Tree Light Up, Canada Day Parade and smaller scale events like Arbour Day and Summer Sessions. Additional opportunities for implementing and allowing tactical placemaking should be explored by the Town as part of its programming and events calendar.
Infrastructure and Parks

Infrastructure and servicing are key considerations during the redevelopment and intensification of any area. Ensuring that there is enough capacity to accommodate future growth within the OTCP area should be a priority for the Town and other stakeholders. At this time, there is an understanding of some deficiencies in the existing servicing network which should be addressed as a priority to allow the desired future growth to occur over the lifespan of the plan.

Servicing Upgrades

Ensuring that there is enough water, stormwater and sanitary capacity to facilitate growth is a key priority of the OTCP. Servicing upgrades should be earmarked, planned and delivered in advance of expected development or be undertaken in as a condition of future development in partnership with the development industry. At the time of writing, the Town is updating its Water and Sanitary Master Plan which includes a number of recommendations for upsizing water and wastewater infrastructure in the OTCP area. These upgrades should be undertaken in order to facilitate the long-term growth objectives of the plan.

Extend Municipal Servicing in Old Town North

Old Town North is currently developed to a more rural standard including some sites that are serviced by on-site water wells. This form of servicing is not appropriate for urban areas which are poised to be an integral part of Stony Plain’s core. The Town should explore opportunities and funding options to run main line water and sewer into the area to provide opportunities for redevelopment of larger sites into more urban forms.

Physical Condition Assessment and Rehabilitation Program

At this time, the Town has not completed a Physical Condition Assessment for its water and wastewater infrastructure. As such, the engineering review completed as part of the writing of this project noted that the potential lifespan of existing infrastructure is between 0 and 25 years. This uncertainty regarding the lifespan of infrastructure puts the Town at risk of having to allocate emergency funding for repairs in the case of infrastructure failure. In order to address this uncertainty, it is imperative that the Town undertake a detailed assessment of its water and wastewater infrastructure and establish a long-term rehabilitation program to undertake needed repairs and upgrades to infrastructure.
Improving Connections and Accessibility

The transportation network of an area that is planned for intensification must be able to accommodate future growth and increased use of the system. The road network in the OTCP area is composed of a variety of road types and active transportation connections and should be thoughtfully designed to provide efficient and safe connections to major destinations, while mitigating impacts to residential areas that benefit from the proximity of major amenities.

Application of a Functional Hierarchy

The existing roadway classification system does not provide appropriate distinctions between the different classes of roadways leading to sub-optimal results including movement inefficiencies on arterial roadways, unnecessary conflict points and shortcutting through local roadways. The application of a functional roadway classification in line with the development concept will help to limit these issues and improve overall circulation and safety in the OTCP area.

Integrating Active Transportation Options into the Transportation Network

At the time of writing, the Town’s functional classification standards do not address bicycle functionality for the collector class roadways. Bicycle functionality most effectively involves a multi-use trail (of 3m width) as identified within the Town’s current arterial class standard. Looking forward, it is important that the Town consider implementing its collector roadway standard in order to provide separated active transportation options within the existing collector road rights-of-way.

Establish Transit Hubs as Key Connection Points

Transit hubs are intended to serve as important connections between different transportation modes in the OTCP area. This includes an opportunity for traditional Park and Ride facilities at major regional transit stops as well as opportunities for bike lock-ups and convenience amenities like washrooms and weather shelters. The transit hubs are also intended to be located at strategic locations to serve as important overflow parking during major events and festivals.

Explore the Feasibility of an Underpass Crossing

The CN Rail line that passes through the town has been identified as a long-term connectivity and safety issue within the community. This plan recognizes that there is insufficient space at either of the existing vehicle crossing locations and has identified the potential future crossing. The Town should pursue the opportunity for that scale of crossing during the future development of those lands.

Connectivity between the Major Cultural Destinations in the OTCP

Physical and programming connectivity between major attractions is key principle in drawing additional visitors and locals to the OTCP area. As such, it is important that the Town consider opportunities to improve the physical connectivity and communication between major events hosted at Heritage Park, Main Street and the emerging Recreation and Cultural Campus. This connectivity will help to draw additional attendees to events at the facilities and provide opportunities for synergies in terms of parking and transportation and providing additional points of contact for potential patrons visiting the community.
Establishing Administrative Framework
The administrative framework for the implementation of the OTCP focuses on a number of programs that the Town is able to undertake and manage that will enable private citizens, community organizations and businesses to implement the vision of the plan.

Old Town and Main Street Architectural and Design Guidelines
Throughout the community engagement of the project, it was clear that community members are interested in raising the quality of new developments in Stony Plain. Architectural and Design Guidelines would clearly articulate the community’s expectations for new development and provide clear direction to developers looking for planning and development approval. These Guidelines would build on the existing Urban Design Toolkit and provide tangible guidelines related to materials, scale and other important design components and may be implemented either as an additional policy document or through the Land Use Bylaw at the Town’s discretion.

Main Street Sidewalk and Parking Space Encroachment Agreements
The Town should develop an Encroachment Agreement Template and application process to promote to local business owners around the OTCP area to use Main Street sidewalks and parking stalls to bring additional vibrancy to the street. This template agreement would facilitate local businesses to establish a range of seasonal uses including patios, displays, art installations, or performance spaces on the public sidewalk or within parking stalls to take advantage of the seasonal good weather in Stony Plain.

New Old Town North Roadway Alignment
The Town should identify the preferred enhanced street network for Old Town North in consultation with local landowners. Once a preferred plan of subdivision is identified, an implementation plan should be identified that provides adequate incentive and compensation for landowners to subdivide their sites and achieve the finer grained network of streets envisioned by the OTCP.

Recreation and Cultural Campus Parking Management Strategy
Management of parking within the Recreation and Cultural Campus will enable a more efficient use of land and help to avoid an over supply of parking in the area. Parking within the Recreation and Cultural Campus will enable a variety of parking strategies to be implemented that will provide the facilities with sufficient parking by using shared parking, long-term parking, and week-day reserved parking for schools among others.
8.4.2. Incentives
In addition to the policy framework and identified strategic priorities, financial incentives and grants should be explored to attract further investments from the development industry.

Grants and incentives will provide the necessary capital when there is impetus to change or develop the OTCP area. The provision of such funds can remove the financial barriers and trigger investments in the private realm.

Incentive Programs
In order to kick-start implementation of the OTCP vision, the Town should explore the viability of grants and incentives in relation to the following matters:

Façade Improvement Program
A façade improvement program would encourage owners to invest in façade renovations and storefront improvements. This would make the OTCP a more inviting and interesting place to walk and shop, build civic pride and improve the marketability of the area.

Development Incentive Program
Given the higher costs associated with development in the OTCP area, a program of incentives focussed on developing sites would kick-starting development, which in turn can be guided by the OTCP. Such incentives are provided by many municipalities to encourage re-development, leverage private investment and usually take the form of grants, tax incentives, or technical assistance.

Patio Program
To allow businesses to take advantage of the seasonal weather, a program to enable local businesses to construct seasonal patios on a public sidewalk or within roadway parking in front of businesses should be explored. The creation of patios will encourage an increased public presence on the streets of downtown and activity in the summer months.

Temporary Placemaking Grants
In order to establish a unique and welcoming downtown, a grant program for temporary placemaking initiatives should be explored. Such temporary placemaking projects may include but not limited to planting, signage, public art, sidewalk art and temporary public realm features that may improve the overall sense of place.

Incentive Program Funding
Incentive programs can be established with a range of funding amounts. Generally, the process that provides the most certainty to applications is to allocate funds through a recurring annual budget item. By providing grant funding on a recurring and annual basis, the Town is able to provide certainty and clarity to owners and applicants who would like to access the program without constraining design timelines as would be the case in a first come, first served application process.

In addition, the amount of funding that can be allocated for a funding program can range from several thousand dollars to the tens or hundreds of thousands depending on the program, the number of desired approved applicants and the amount allocated by the municipality.
8.4.3. Partnerships
Implementing the OTCP will in part require support and cooperation between the Town and other local organizations including Spruce Grove and Parkland County. Partnerships should be sought with various bodies and key institutions as well as other levels of government.

Key local groups/organizations that could be approached include:

- Parkland County, and the City of Spruce Grove
- Stony Plain and District Chamber of Commerce
- Global Edmonton
- Urban Development Institute Edmonton Region
- OTCP area commercial/institutional anchors
- Parkland School Board (PSB)
- Parkland Potters’ Guild
- Rust Magic Festival (Street Art)
  - The Rust Magic Festival has been responsible for bringing renowned international artist to Edmonton to create murals throughout the city. The Festival’s creators have expanded the focus of the festival to include decorating municipal vehicles and small-scale transport trucks to bring attention to services and local businesses.

Key projects which should be undertaken as part of a partnership include:

Stony Plain Central School Redevelopment (PSB)
Parkland School Board is currently in the process of designing and developing a replacement for the existing Stony Plain Central School in the Recreation and Cultural Campus. When the replacement school is completed, it will be necessary to decide how the lands where the current Central School will be repurposed to help achieve the joint vision for these lands.

Exploring opportunities for accessing the Recreation and Cultural Campus
The Town should undertake talks with the Multicultural Heritage Centre about repurposing or removing the PERC building to provide additional access into the Recreation and Cultural Campus. This would potentially provide a clear east-west access into the Recreation and Cultural Campus from Highway 779.

West-end Green Corridor
Protect and preserve the existing natural corridor that runs along the west end of the OTCP area. This area is one of the only remaining natural watercourses in Stony Plain and should be protected. At this time, there are plans for municipal roads to pass on or near the watercourse and the area is privately owned. The Town could consider designating these lands as Conversation Reserve to preserve these environmentally significant areas.

Main Street Merchant Association
A local business association established for a small commercial area can help to galvanize the local businesses and help the community of speak with a collective voice and attract attention to the area.

Privately Owned, Publicly Accessible Open Spaces (POPS)
The Town should work in collaboration with landowners throughout the OTCP area to promote site-specific development that may incorporate the provision of privately owned, publicly accessible open spaces which may provide short-term and long-term public uses for citizens and tourists. POPS should be designed to be seamlessly integrated with the public realm and be accessible and inclusive spaces.
8.4.4. **Advocacy Measures**
The Town should explore the following advocacy measures aimed towards attracting new investments within the OTCP area.

**Branding**
Branding can act as a conduit for relationship building and fostering a distinct image of the town. The Town should establish a distinct graphic branding of the Old Town and Main Street and incorporate it into other tactical placemaking initiatives.

**Investment Brochure**
A custom-designed investment brochure could be developed by the Town for the OTCP area to advertise the strengths, economy, growth potential and key development sites or potential opportunities as set out in the OTCP.

**Modern Mural Program**
Stony Plain’s Main Street is known for its murals depicting local historical events and activities. In recent years, murals have come back into favour in many municipalities as a way of beautifying their public spaces, activating blank walls and attracting visitors to see popular pieces. The Town could explore opportunities to work with existing businesses within the OTCP boundary to continue to expand the area’s collection of murals and increase the area’s visibility as a regional destination. The Town is strategically placed to facilitate the expansion of the mural program, especially in the lanes flanking Main Street where the Town has just invested in rehabilitating the laneway and providing pedestrian and cycling amenities in the lane.

**Main Street Temporary Closures**
Promotion of street closures would assist in strengthening the provision of a flexible urban space in the OTCP area. It would allow a temporary expansion of pedestrian space to animate the OTCP area and can be undertaken in conjunction with the provision of spaces to accommodate markets, social gatherings and other cultural events.
8.5. Monitoring and Review

Progress Reports

In order to monitor the implementation framework as set out in the OTCP, a progress report should be produced by Town’s administration periodically. The purpose of the report is to:

- Provide information on key trends in the municipality including but not limited to:
  - Intensification and density metrics as required by the EMRB and outlined in Section 7.13 Urban Centre.
  - New developments within the OTCP area;
  - Commercial and Residential Vacancy Rates; and
  - Variances and numbers of development applications;
- Using appropriate performance measures, identify the effects of planning policies on social, environmental and economic outputs in the OTCP area;
- Help determine how well the municipality is meeting its objectives, targets and programmes identified in the OTCP; and
- Inform future plans and policies.

The report should evaluate and demonstrate the effectiveness of planning policy and decision-making, and identify areas where objectives aren’t being met and where local plans and policies, or the internal development management process needs to be reviewed.

Implementation of the EMRB Growth Plan

As a statutory area redevelopment plan, this document will be reviewed and approved through the EMRBs Regional Evaluation Framework for Approval.

Section 5.7.2 of the Growth Plan states that:

*Intensification targets shall be used and interpreted as follows:*

a. intensification is measured as the percentage of new dwelling units that are constructed within the built-up urban area of an urban community each year;

b. intensification targets are aspirational in nature. Member municipalities will plan to work toward achieving the target by 2044 and will demonstrate how in MDPs and other statutory plans;

c. the achievement of the centres density target will contribute to the overall achievement of the intensification target, if the centre is located within the built-up urban area;

d. member municipalities are encouraged to meet and exceed intensification targets; and

e. the achievement of intensification targets will be measured on an annual basis by member municipalities with data provided to the CRB for monitoring and reporting purposes.
Section 5.7.3 of the *Growth Plan* states that:

*Centres density targets shall be used and interpreted as follows:*

a. the centres density target for urban centres and sub-regional centres will be measured as dwelling units per net residential hectare (du/nrha) and be applied to the area delineated by the member municipality as the boundary of the centre;

e. the achievement of centres density targets will be measured on an annual basis by member municipalities with data provided to the CRB for monitoring and reporting purposes.

Specific implementation actions will be taken that address these requirements including:

- Annual measuring the percentage of new dwellings units that are constructed within the OTCP area as a subcomponent of Stony Plain’s built-up urban area.
- Measuring intensification within the urban centre as part of the overall intensification target reporting.
- Reporting achievement of the intensification targets to the EMRB on an annual basis as well as providing the data in the format required for monitoring and reporting purposes.
- Annual measurement of the Urban Centre net residential density (du/nrha).
- Report achievement of the Urban Centre net residential density (du/nrha) in the format as required for monitoring and reporting purposes.

**Multi-year Review of the OTCP**

A comprehensive review and update of the OTCP should be undertaken every 15 years at the discretion of the Town administration and Council.
8.6. Action Plan

The following Action Plan outlines key actions necessary to implement the long-term vision, allocates responsibilities for various stakeholders and provides insight on potential costs and priorities among actions.

<table>
<thead>
<tr>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>• PI – Planning and Development</td>
<td>• Town Budget</td>
<td>High: 1-5 years</td>
<td>$: $10,000 – $20,000</td>
</tr>
<tr>
<td>• OCAO – Office of the Chief Administrative Officer</td>
<td>• Provincial Grant</td>
<td>Medium: 6-10 years</td>
<td>$$$: $20,000 – $50,000</td>
</tr>
<tr>
<td>• Admin Support</td>
<td>• Partnership</td>
<td>Low: 11-15 years</td>
<td>$$$$+: &gt;$150,000</td>
</tr>
<tr>
<td>• Levy</td>
<td></td>
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</tr>
</tbody>
</table>

8.6.1. Catalyst Projects

The Plan identifies 10 major catalyst projects which are intended to focus civic investment in the OTCP area and encourage concurrent investment by private developers and citizens. These projects are divided into capital investments, regulations and policy, studies, incentive programs, partnerships and advocacy.

<table>
<thead>
<tr>
<th>Capital Investments</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Town Square/Gathering Place</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$$$+</td>
</tr>
<tr>
<td>2 Cultural Anchor and Museum</td>
<td>OCAO</td>
<td>Multiple Sources</td>
<td>Medium</td>
<td>$$$$+</td>
</tr>
<tr>
<td>3 Entrance Features</td>
<td>OCAO</td>
<td>Town Budget</td>
<td>High</td>
<td>$$$</td>
</tr>
<tr>
<td>4 Servicing Upgrades</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$$$+</td>
</tr>
<tr>
<td>5 Extend municipal servicing in Old Town North</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$$$+</td>
</tr>
<tr>
<td>6 Application of a Functional Hierarchy</td>
<td>PI</td>
<td>Town Budget</td>
<td>Low</td>
<td>$$$$+</td>
</tr>
<tr>
<td>7 Integrating active transportation options into the transportation network</td>
<td>PI</td>
<td>Town Budget</td>
<td>Low</td>
<td>$$$$+</td>
</tr>
<tr>
<td>8 Transit Hubs</td>
<td>PI</td>
<td>Town Budget and partner municipalities</td>
<td>Medium</td>
<td>$$$$+</td>
</tr>
<tr>
<td>9 Connectivity between major cultural destinations in the OTCP</td>
<td>OCAO and PI</td>
<td>Town budget</td>
<td>Low</td>
<td>$$$</td>
</tr>
</tbody>
</table>

8.6.2. Regulation/Policy

<table>
<thead>
<tr>
<th>Regulation/Policy</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Land Use Bylaw Update (Stepback requirements on Main Street, Residential Conversions in Town Core, On-street parking counts)</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>2 Integration with Recreation and Cultural Campus design plan</td>
<td>PI</td>
<td>High</td>
<td>$$</td>
<td></td>
</tr>
<tr>
<td>3 Main Street and Town Core Urban Design and Architectural Guidelines</td>
<td>PI</td>
<td>Medium</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>4 Main Street Parking Space Patio Encroachment Agreements</td>
<td>PI</td>
<td>High</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td>5 OTCP Development Levy</td>
<td>PI</td>
<td>Levy</td>
<td>Low</td>
<td>-</td>
</tr>
</tbody>
</table>
### 8.6.3. Studies

<table>
<thead>
<tr>
<th>Studies</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Main Street and Town Core Form Based Code Feasibility Study</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>2. Recreation and Cultural Campus Parking Management Strategy</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$</td>
</tr>
<tr>
<td>3. Old Town North – Proposed Servicing Concept</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$</td>
</tr>
<tr>
<td>4. New Old Town North Roadway Alignment Study</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$</td>
</tr>
<tr>
<td>5. Physical Condition Assessment</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$$$</td>
</tr>
<tr>
<td>6. Underpass Connections Feasibility Assessment</td>
<td></td>
<td>Town Budget</td>
<td>Low</td>
<td>$$</td>
</tr>
</tbody>
</table>

### 8.6.4. Incentive Programs

<table>
<thead>
<tr>
<th>Incentive Programs</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Façade Improvement Program</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$$</td>
</tr>
<tr>
<td>2. Development Incentive Program</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$$</td>
</tr>
<tr>
<td>3. Patio Program</td>
<td>PI</td>
<td>Partnership</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>4. Temporary Placemaking Grants</td>
<td>OCAO</td>
<td>Partnership</td>
<td>High</td>
<td>$</td>
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</tbody>
</table>

### 8.6.5. Partnerships

<table>
<thead>
<tr>
<th>Partnerships</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Stony Plain Central School Redevelopment</td>
<td>PI</td>
<td>Partnership</td>
<td>Medium</td>
<td>$$$</td>
</tr>
<tr>
<td>2. Exploring opportunities for accessing the Recreation and Cultural Campus</td>
<td>PI</td>
<td>Partnership</td>
<td>High</td>
<td>$$$</td>
</tr>
<tr>
<td>3. West-end Green Corridor</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$$</td>
</tr>
<tr>
<td>4. Main Street Business Association</td>
<td>OCAO</td>
<td>Partnership</td>
<td>High</td>
<td>$$</td>
</tr>
</tbody>
</table>

### 8.6.6. Advocacy

<table>
<thead>
<tr>
<th>Advocacy</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Branding</td>
<td>OCAO</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$</td>
</tr>
<tr>
<td>2. Investment Brochure</td>
<td>OCAO</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>3. Modern Mural Program</td>
<td>OCAO</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$$</td>
</tr>
<tr>
<td>4. Main Street Temporary Closures</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>5. Tactical Placemaking</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
</tbody>
</table>

### 8.6.7. Monitoring and Review

<table>
<thead>
<tr>
<th>Advocacy</th>
<th>Responsibility</th>
<th>Source of Funding</th>
<th>Priority</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Periodic Progress Report</td>
<td>PI</td>
<td>Town Budget</td>
<td>Medium</td>
<td>$</td>
</tr>
<tr>
<td>2. Annual EMRB Reporting</td>
<td>PI</td>
<td>Town Budget</td>
<td>High</td>
<td>$</td>
</tr>
<tr>
<td>3. Multi-year Review</td>
<td>PI</td>
<td>Town Budget</td>
<td>Low</td>
<td>$$$</td>
</tr>
</tbody>
</table>