OLD TOWN COMMUNITY PLAN

Phase 1 Summary Report – August 27, 2018

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Executive Summary

Project Overview
The Old Town Community Plan (OTCP) project builds on previous planning and economic development actions and aligns upcoming municipal projects. It creates a predictable framework and shared vision for private and public investment in Stony Plain’s Old Town area. The plan is will:

- Promote economic development;
- Guide long-term capital improvements;
- Build on the area’s attraction and use as the local hub;
- Provide for the sensible intensification of the Old Town area;
- Integrate with future planning work in the Special Study Area; and
- Provide a detailed and feasible implementation plan.

Statutory Context
The OTCP project is guided and supported by local and regional statutory plans including the Edmonton Metropolitan Region Growth Plan, and Uniquely Stony Plain (Municipal Development Plan). These two plans provide overarching guidance for the OTCP area. Together, they encourage the sustainable and resilient development of the community by establishing policies, development visions, and density requirements.

In addition, the OTCP area is bordered by two area structure plans (ASPs) – Parkland Gateway and The Brickyard at Old Town – which will direct the use, development, and building form of the lands to the west.. At the time of writing, development in the Parkland Gateway area had not begun and part of The Brickyard at Old Town area had been developed.

Establishing the Character Areas
As part of the preliminary analysis for this project, six ‘Character Areas’ were identified that represent different development patterns throughout the Old Town:

- Old Town North;
- Main Street;
- Residential Areas;
- Transition Area;
- Special Study Area; and
- Highway Corridors.

These character areas will form the initial structure for developing a robust vision for the Old Town and applying distinct policies to achieve the identified vision.

What We Have Heard So Far
To date the project team has administered a community survey, held three public engagement events, two pop-up events, and two stakeholder workshops to understand the needs and opportunities present in the community. This document presents the high-level results of the community survey (raw results are available in Appendix B: Full Survey Results) as well as issues and opportunities identified during these engagement sessions to date.
Emerging Themes
Emerging themes are structured on the following to highlight preliminary findings of the work completed in Phase 1 of the project:

- Key Issues and Opportunities;
- Areas of Tension; and
- Potential Big Moves.

The project team will use these emerging themes to guide future work on the OTCP including analysis, engagement, visioning, policy development and implementation.

Key Issues and Opportunities
Engagement sessions highlighted the following issues and opportunities for the project:

- Business hours of operations;
- Lack of access to the Special Study Area;
- Lack of definition for “Downtown”;
- Separation of Heritage Park from the rest of town;
- Connectivity over the CN rail tracks;
- Good urban form “bones”;
- Trail connections and active transportation support in Old Town;
- Lack of bicycle support in collector road standards; and
- Lack of local event space.

Areas of Tension
Engagement sessions showed several areas of disagreement for the future direction of Old Town. These so-called Areas of Tension included:

- Defining Old Town;
- Scale and type of development on Main Street;
- “Small Town” Stony Plain; and
- A lack of parking.

Potential Big Moves
In addition to many of the issues identified in the Old Town area, several local participants indicated that they were interested in seeing the Town pursue larger changes to achieve the vision of Old Town. These included:

- Pedestrianize Main Street;
- Rebrand the “Old Town”;
- Establish a new connection over the CN railway lines;
- Establish a new connection into the Special Study Area; and
- Old Town North re-development.

Next Steps
This summary document contains the results of Phase 1 of the OTCP project which started in early 2018. Key next steps for Phase 2 – which will run from July to October - include developing future development scenarios, identifying urban design principles and creating a proposed mobility strategy for the OTCP areas.
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1 Project Overview
1.1 Purpose
This plan builds on previous planning and economic development actions and aligns upcoming municipal projects to create a predictable framework and shared vision for private and public investment in Stony Plain’s Old Town area as identified in Map 1. Specifically, this plan is intended to:

- Promote continued economic development by aligning with the Town’s economic development goals;
- Provide a framework for updates to the MDP, Land Use Bylaw and the coordination of long-term capital improvements related to the implementation of the “Old Town” Area Redevelopment Plan (ARP);
- Maintain and build on the area’s attraction and use as the local hub of the community;
- Provide for the sensible intensification of the Old Town area to achieve a more sustainable pattern of urban development;
- Provide for the successful integration of the Recreation and Cultural facilities project; and
- Provide a detailed and feasible plan to support the achievement of the Old Town Community Plan vision over the next ten years.

1.2 Town Context
Stony Plain is a growing town of 17,000 people located in central Alberta. It is approximately 20km west of the Province’s capital, Edmonton. Stony Plain is well connected to other parts of the Edmonton Metropolitan Region by Anthony Henday Drive and regional highways including the Yellowhead and Parkland Highways.

Since 2001, the Town 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 and ongoing annexations from Parkland County.

Stony Plain’s Old Town has long been the Town’s commercial and cultural heart since it was moved to its current location over 100 years ago. Today, Main Street is home to numerous businesses and is only a short walk from important recreational and cultural facilities like the Glenn Hall Centennial Arena, Family Connection Centre, Stony Plain Central School and the Multicultural Heritage Centre. The Old Town is also well connected to other changing parts of Stony Plain including the Highway 779 corridor, Heritage Park and new residential neighbourhoods like the Brickyard at Old Town.

1.3 Project Update
This document is the summary of work completed to date on the OTCP as part of Phase 1: Background, Analysis, Consultation and Visioning.

- Background Analysis
- Transportation and Servicing Review
- Public Launch Event (March 27, 2018)
- Community Survey (March 27 - April 21)
- Tri-Municipal Expo Pop-Up (April 14, 2018)
- Public Open House #1 (May 23, 2018)
- Stakeholder Workshop #1 (May 23, 2018)
- Arbour Day Pop-Up (May 26, 2018)
- Committees Workshop
- Phase I Summary Report
Map 1. Old Town Community Plan Boundary
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2 Statutory Context
2.1 North Saskatchewan Regional Plan
The North Saskatchewan Regional Plan (NSRP) is currently in development under the Alberta Land Stewardship Act. To date, no policies or drafts of the plan have been published. In the future, the Stony Plain OTCP may be amended to align with the NSRP as required by the Municipal Government Act.

2.2 Edmonton Metropolitan Region Board Growth Plan
Stony Plain is a member municipality of the Edmonton Metropolitan Region Board (EMRB) (formerly the Capital Region Board) as shown in Figure 1. This provincially mandated growth board represents a responsible and collaborative approach to regional governance within the Edmonton Metropolitan Region.

The EMRB’s newly adopted Growth Plan identifies a set of minimum and aspirational density targets for all municipalities in the region. The OTCP will provide avenues for the Town to achieve its aspirational intensification target of 15% of all new dwellings to be constructed in already built-up urban areas for the Town of Stony Plain.

The Growth Plan also identifies Aspirational Urban and Sub-Regional Centres Density Targets which, for the Town of Stony Plain is a density of 100 du/nrha (dwelling units per net residential hectare). The OTCP provides a key opportunity for the Town to work towards the aspirational targets outlined in the Growth Plan.

Figure 1. Excerpt from the Edmonton Metropolitan Region Growth Plan (2018)
2.3 **Uniquely Stony Plain Municipal Development Plan**

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

The MDP identifies 5 key themes which provide 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 Old Town Community Plan and special study area outline plan. *Uniquely Stony Plain* identified two different kinds of areas relevant to the Community Plan:

**Areas of Stability:** Areas of stability are mature areas that are unlikely to see pressure for change in the lifetime of the Town’s current MDP. As such, the Town will only allow a redevelopment or infill development if it fits the context the existing neighbourhood and complements the character of the area.

**Areas of Transition:** Areas of transition are where change is expected to occur over the timeframe of the MDP. The MDP identifies three areas which also form the focal point of the OTCP and are:

- The Historic Old Town
- Old Town North
- Highway 779 Corridor

2.4 **Surrounding Statutory Plans**

As this project has developed, it has been increasingly clear that the future development of these ASPs will be critical to the success of the Old Town and the Special Study Area in particular.

**Parkland Gateway Area Structure Plan**

Approved in 2015, this Area Structure Plan (ASP) includes the lands to the northwest of the Old Town Community area.

**The Brickyard at Old Town Area Structure Plan**

Approved in 2014, this ASP includes the lands to the southwest of the Old Town Community Area. To date, a small area of the ASP that abuts the OTCP boundary has been subdivided and residential development has begun.
3 Preliminary Analysis
Phase 1 of this project focused on initiating the project, raising awareness among residents and identifying the topics that the OTCP should focus on. The project team began their preliminary analysis by identifying character areas within the Old Town.

3.1 Establishing the Old Town Character Areas

Six “Character Areas” were initially identified that represent distinctive and cohesive parts of the Old Town as shown in Map 2. The character areas will provide the framework to apply different policies, development regulations, distinct land uses, and urban design visions for the Old Town area.

Main Street

Stony Plain’s Main Street represents the Town’s historic main street area with smaller, more pedestrian-scaled shops and services. Main Street’s “character” is most clearly defined along the four blocks between 50 Avenue and 54 Avenue.

Old Town North

The Old Town North Area is defined by its lack of cohesive character and diversity of uses on larger sized lots. Country residential lots – some serviced, some un-serviced – are adjacent to large commercial properties like RV and self-storage lots and light industrial businesses. In addition, Old Town North also contains Heritage Park, one of the largest event spaces in the town which attracts thousands of visitors during events like Farmers’ Days and the Blueberry Bluegrass Festival.

Transition Areas

Surrounding Main Street are some of the oldest residential communities in Stony Plain. These areas are noted for their mature street trees and older homes. East of Main Street has seen residential-to-business conversions as independent businesses set up shop in some of the well-maintained historic buildings.

Special Study Area

The Special Study Area was first identified in the Town’s Municipal Development Plan and contains several important cultural and recreational uses. The Special Study Area is currently the focus of a recreation planning study. The OTCP will align with that study to ensure the integration of Stony Plain’s largest recreational and cultural areas.

Residential Areas

Two residential areas were initially identified along the eastern edge of the OTCP area. These areas contain a mixture of residential scales including detached homes, duplexes, town homes and low rise apartment buildings.

Highway Corridor

The Highway 779 Corridor is Stony Plain’s main “highway commercial” corridor. The area is defined by larger lot size, and commercial developments, businesses set back from the highway and separated from public roads by parking lots, and fewer connections across Highway 779 and 49 Avenue.
Map 2. Old Town Character Areas

Legend
- Old Town Community Plan Boundary
- Main Street
- Places of Interest
- Old Town North
- Residential Areas
- Parks and Open Space
- Special Study Area
- Trails
- Transition Areas
- Highway Corridor

Town of Stony Plain
3.2 Background Transportation and Servicing Review

The review of existing transportation and servicing infrastructure has identified potential gaps in design standards and infrastructure which could be addressed through the OTCP if the need is identified. The following high-level conclusions were made based on the initial engineering assessment. The full preliminary Transportation and Servicing Memo can be found in Appendix A of this document.

**Traffic congestion is not a main concern:** Traffic projections to the year 2030 indicate that streets within the Old Town are expected to operate at a high level and allow for unimpeded traffic movements around the area.

**Missing active transportation support on collector roadways:** The Town’s current design standards for collector roadways do not include accommodation for active transportation options. Pedestrian mobility is encouraged with a 1.5m sidewalk but that does not provide sufficient space for safe travel of both pedestrians and cyclists as shown in Figure 2.

![Figure 2. Excerpt from Preliminary Servicing and Transportation Analysis](image)

**Parking is available but constrained in the core:** Parking capacity across the Old Town area meets existing demand, but parking downtown is the most constrained in all of Stony Plain. Parking demand studies indicate that additional off-street parking may be required to meet increased demand during peak periods.

**Uncertainty in the condition of water and wastewater infrastructure:** The Town has not completed a comprehensive assessment of infrastructure capacity or condition for its water and wastewater piping infrastructure. This leads to uncertainty about the effective lifespan of the existing infrastructure. Based on the age of the infrastructure, its estimated effective lifespan could range from 0 – 25 years.

**Servicing reviews indicate that water piping is currently under-sized:** The most recent Water Distribution System Master Plan Update indicates that there are several points in the Town’s water distribution network that do not meet fire flow criteria.
Connections between the Old Town Community Plan and Special Study Area: Alongside the OTCP process, the Town of Stony Plain is working on a vision and masterplan for the development of the “special study area” in the southwest corner of Old Town. This area currently contains a mix of important social, cultural and recreational amenities and institutions, some of which have plans to change in the future.

As part of this study, the project team will integrate the visions for both projects. This will be accomplished by ongoing project team communication and information sharing.

Initial integration meetings between the OTCP and recreation and cultural facilities project teams were held in mid-June 2018 to clarify roles and the relationship between the two projects. At the meeting, it was indicated that the OTCP scope as it relates to the special study area is to provide high-level guidance regarding access, orientation of the site to neighbouring uses and the boundaries between the Special Study Area and surrounding communities.

The two primary considerations discussed during the first integration meeting were ensuring adequate transportation access and servicing capacity to support the intensification of uses in the Special Study Area.

The guiding role of the OTCP was re-affirmed during subsequent discussions with representatives from the Parkland School Board which has recently received funding to develop a new school in the area, to replace Stoney Plain Central. This school is anticipated to host approximately 900 students from kindergarten to grade 9.

Phase 2 will bring stakeholders from the Parkland School Board, recreation facilities and the Multicultural Heritage Centre together to coalesce ideas around the future of the area.
4 What We Heard So Far
4.1 Select Survey Results

The following are a brief snapshot of some of the key questions asked during the community survey in Phase 1. The complete set of survey results are available in Appendix B: Full Survey Results.

What brings you to the Old Town Community Plan area?

- Shop: 69
- Events: 64
- Services: 51
- Socialize (restaurants/cafes): 39
- Work: 23
- Own or operate a business: 21
- Live: 17
- Other: 10

Please identify issues facing the Old Town Community Plan area

- Business retention: 59
- Building and storefront aesthetics: 49
- Provision of parking: 47
- Traffic: 37
- Lack of outdoor community event space: 37
- Trail access: 35
- Aesthetics of public places: 34
- Pedestrian safety: 25
- Other: 18

What brings you to Main Street?

- Shop: 74
- Socialize (restaurants/cafes): 64
- Services: 58
- Events: 45
- Work: 15
- Own or operate a business: 11
- Live: 8
- Other: 7

Please identify any issues facing Main Street

- Business retention: 60
- Building and storefront aesthetics: 46
- Business hours: 39
- Provision of parking: 35
- Business competition with highway commercial stores: 33
- Lack of outdoor community event space: 33
- Aesthetics of public places: 29
- Trail access: 27
- Not interested in the businesses there: 20
- Pedestrian safety: 15
- Traffic: 14
- Vehicle access: 13
- Other: 10
4.2 Opportunities in the Old Town Community Plan Area

**Old Town North**
1. Connection to Recreation area and overall connectivity
2. Opportunities for future development
3. Provincial/National class site for events
4. Improve the visitor centre as a wayfinding point “Tourist information here”
5. Keep local branding on families and local businesses
6. Walkability - pedestrian connection improvements with Heritage Park. Use visibility and program appropriately
7. Wayfinding
8. New roads should connect “cultural corridor” between Heritage Park and new school site.
9. Create ring loop
10. Vacant land (west) is an opportunity to connect highway 16A to nodes and Old Town

**Transition Area**
11. Develop area of firehall for open air space
12. Town square as a local gathering place
13. Youth Engagement and programmable spaces
14. Youth programming throughout core area
15. Multi-residential developments
16. Bowling alleys or other “unifying businesses” (in old Alliance Church site)
17. Residential redevelopment to reuse existing buildings
18. Improve access and centralize the recreation and cultural area

**Residential Area**
19. Improve park amenities
20. Opportunity for expansion of a play facility or recreation area (with washrooms) that is connected to the trails.
21. Seniors friendly uses, medical, tea shops
22. New recreation services and adequate space (land)

**Special Study Area**
23. World class sports and tourism destination, cultural hub, high local artist and community input
24. Opportunity for rezoning/development if Special Area development occurs
25. Trail system is great - key to connections in Downtown
26. New road connection
27. Partnerships with private developers/hotels and others for shared assets (pools etc.)
28. Sustainable area i.e. Solar Power
29. New road connection
30. Sports/cultural development

**Highway Corridor**
31. Welcoming arrival from Highway 16A
32. Re-development site (RCMP Building)
33. Plenty of larger undeveloped sites for incentivized development.
34. Re-development site (Parkland County School District)
35. Plenty of larger undeveloped sites for incentivized development.
36. Multiple transportation corridors
37. Commercial development
38. Plenty of larger undeveloped sites for incentivized development.
39. Gateways to Downtown

**Main Street**
40. Roadway connection
41. Increase accessibility to businesses able to enter with wheelchairs and strollers
42. Enhance character of Old Town - Small Town through design
43. Opportunity for expediting road closure during weekend events
44. Signage to Downtown Core
45. Better signage of where “Main Street” actually is.
46. Mixed use buildings
47. Development standards and open air market
48. Potential streetcar
4.3 Issues in the Old Town Community Plan Area

Old Town North
1. Ability to walk or ride north or south along 779 over 16A.
3. Hwy access to Heritage Park impacts to proposed transit.
4. Heritage Park too far for seniors - bus available (free).
5. Lack of Flat Event Space.
6. District Connectivity: Festival, Old Town, Arts and Recreation.
7. Improved pedestrian connectivity trails and sidewalks.
8. No sidewalks.
9. Accessibility once developed.
10. Road network (west side).
11. Connect nodes with corridor.
12. Maintain Riparian Area.
13. Enhance landscape/aesthetic requirement along Main Street north of the tracks.
14. Need another underpass on the west side.
15. Railway blocking three intersections at one time (emergency services).

Transition Area
16. Activities along trails in four seasons.
17. Residential infill - parking issues.
18. Protect Heritage style buildings between 55 Ave and 50 Ave
19. Protect existing trees they make the character of the street.
20. Parking overflow from Arena/Recreation Grounds into neighbourhood.
21. Larger seniors facility is badly needed multi-use with good programming, transportation and community funded and adequate parking.
22. Sunday’s for seniors please plan something.
23. Need more event parking.
24. Pedestrianize to create a Town Square including pedway. Town already owns properties across the road.
25. Downtown attractions what is drawing people downtown! Lack of event space.
26. Off-site parking – off Main Street.
27. Need more trail connections.
28. Bicycle connectivity into Old Town.

Residential Area
29. Uncertainty on future of 779 fear of development if things are going to change.
30. Senior services, medical services possible rezoning.
31. When library moves out, convert to medical center for seniors.
32. Support Services for Seniors.
33. FCSS/library access must be safe to cross 779 between Main Street.
34. Maintenance of waterway along Whispering Waters Creek and wider walking paths (for bikes).

Special Study Area
35. Recreation facilities - lack of and need for more - replacement? Lack of open gym space, increase access to facilities, expand and improve curling, need more hockey rinks, ensure sufficient parking available.
36. Concern that PERC Building seems unsafe.
37. Arts and Recreation District.
38. Accessibility to area.
39. Transportation Access to Arts and Recreation District.
40. Complementary Uses Recreation to Downtown.
41. Access/Connectivity.

Highway Corridor
42. Railway blocking three intersections at one time (emergency services).
43. CN crossing, emergency and pedestrian access.
44. Transit / LRT Site.
45. Streetcar.
46. Skateboard park needs upgrading, safety and monitoring.
47. BMX park needs access and parking.
48. Lack of identity downtown, confusion about where downtown is, 779 is a poor reflection of the Town.
49. Development of privately owned lands plan to include developers.
50. Roadside “sales” on 779.
51. Improve walkability along highway.
52. Hard to turn left.
53. Sidewalks around John Paull II to Rosenthal.

Main Street
See page 19 for details.
Main Street Issues Detail

54 Need extension of 49 Avenue to be able to further develop land. (Affordable Housing). Folkstone only has one point of access. Would like to maximize build on own land. With only one access must think of emergency service requirement allow for diameter turn.

55 Revamp Main Street frontages and move off the 70s.

56 Concern about restricted access and extra traffic into quiet neighbourhood.

57 Add more trees and landscaping.

58 Lack of support for business owners during Main Street construction.

59 Vibrant Downtown activity, after 5:00pm.

60 Wider and active sidewalks downtown.

61 Accident prone area.

62 Turn Main Street between 50-52 Avenue into pedestrian only.

63 Thoughtful what businesses need: store front, street level access, clothing stores, gift shop, café.

64 Restricted mobility stop signs, awnings for pedestrian traffic trees, include visual and auditory signals.

65 Liability issues of privately owned public space.

66 Lack of density issue increase density for all demographics. If trying to develop don’t put seniors where we already have several facilities nearby.

67 Gathering spaces.

68 Parking downtown, new buildings should include underground parking.

69 Plan for the changing future parking needs (more soon, less later).

70 Seniors amenities.

71 Residential living downtown is important.

72 Attainable housing choices and design.

73 Walkable Sidewalks/pedways.

74 Downtown gathering spaces - Sidewalk Patios!!

75 Old Town development standards (character).
4.4 Development Scenarios
The following are a series of development scenarios prepared during multi-stakeholder workshops held in May and June, 2018. Each scenario was developed by a group of participants representing diverse views on the area. These scenarios are not the only options for the future of the OTCP area, but can be used to help stakeholders and residents think about what they would like for the future of the area.

Scenario 1

Key features of Scenario 1 are described below and shown in Figure 3.

A pedestrian and bicycle-oriented Main Street
- Preferred ways to get around are walking and biking.
- To enable this and provide sufficient parking, the Town should include opportunities for visitors to park their cars and walk to their destinations.
- Proposed parking lots along 49 Avenue, near the PERCs building and Stony Plain Central School.

Mixing residential and commercial uses and densities between Main Street and Highway 779
- The lands between Main Street and Highway 779 are identified for greater density and a mixture of residential and commercial uses.
- Main street will have a greater mix of places to live and work.
- Increase density along 47 Street between 51 Avenue and 52 Avenue.
- Changes in the zoning are expected but it is also important to consider the visual design of the area through better design standards.

Additional and improved connections between Main Street and the Town’s trail system
- Trail connections will link active uses to Main Street and the surrounding areas
- Proposed trails in developed areas include Main Street, 49 Avenue, 55 Avenue and 56 Avenue, and Brown Street.
- Proposed trails in developing areas include connections between the Brickyard at Old Town, the Parkland Gateway ASP lands and Heritage Park.
- Other proposed trails include along the CN rail line, and north of the train tracks adjacent to natural areas and along 50 Street north of the train tracks.

Maintain the character of the residential areas to the west of Main Street
- The main character of the neighbourhood should remain as it is today.
- Population density can be increased through secondary suites and other forms of “quiet density”.
- Changes in zoning are expected but it is also important to consider the visual design of the area through strong design standards.

Missing connections
- Transportation connections should be improved over the CN rail lines.
- A new overpass on Highway 779.
- Extend 49 Avenue west past 50 Street and north of Folkstone Place.
- Completion of Glory Hills Road to the west.
Scenario 2

Key features of Scenario 2 are described below and shown in Figure 4.

Land swap with owners of lots along 50 Street North
- The Town should trade the lands of Glenn Hall Arena and the Stony Plain pool for the low density lots along 50 Street.
- These sites can be redeveloped as recreational areas with improved access compared to the current recreation areas.

Step back density from Main Street
- Instead of putting higher-scale developments directly along Main Street, put the higher density developments one block or a half block back from Main Street.
- This would maintain the existing character of Main Street while providing more opportunities for residential infill.

Making space for people
- Provide an opportunity for businesses to convert some angle parking spaces along Main Street to patio spaces in the summer months.
- Follow-up with the proposed public square near the Town offices between Main Street and Highway 779.
- Expand Heritage Park to the west to include more flat event space as much of the existing areas are taken up by the stormwater pond and parking lots.

Let people know about Main Street
- Provide more forceful ‘hints’ about where Main Street is. This is especially important along Highway 779 where most people enter town.
- The ‘hints’ could be wayfinding signage along the highway.

Branding Main Street
- It’s important that there is just one single name for the area.
- Potential options included:
  - Main Street
  - Old Town
  - Old Stony
  - Downtown
- Need a slogan or catch phrase for the area.
Figure 4. Development Scenario 2
Scenario 3

Key features of Scenario 3 are described below and shown in Figure 5.

Develop Districts
- This scenario contemplates the creation and branding of several different districts throughout the study area. This includes:
  - Festival District;
  - Pedestrian-oriented Mixed Uses;
  - Cultural/Heritage District;
  - Recreation District; and
  - Health and Wellness.

Improve Connectivity
- Key features of all districts is the integration of trail networks to provide active transportation options into the areas alongside other traffic.
- Improve access to Rotary Park.
- Develop walking paths across the CN tracks.

Youth Representation
- It is critical to ensure that the strategy is inclusive of youth in the area and recognizes the diversity in Town.

Town Wayfinding and Gateways
- Develop key wayfinding and signage points at both entrances to the area along Highway 779.
- This will provide visitors an opportunity to identify the important parts of the area and to learn more about the services, facilities and amenities available in Old Town.
Figure 5. Development Scenario 3
Scenario 4

Key features of Scenario 4 are described below and shown in Figure 6.

Defining Character Areas

- This scenario shows a different configuration of character areas than were initially identified by the project team. Differences include:
  - Grouping Main Street and the four blocks between Main Street and Highway 779 into a single character area (red on the map);
  - Grouping the remaining portions of the Transition Area with the Residential Areas (yellow on the map);
  - Identifying a separate character area including the multi-unit seniors facilities including Whispering Waters Manor with the Town-owned strip mall that currently houses the Stony Plain Library; and
  - Extending the street-oriented development of Main Street north of the CN railway tracks.

Layout of the Special Study Area

- Key features of the layout of the Special Study Area include:
  - Orientation of new developments to the west and the future access through to the Brickyard at Old Town community;
  - Development of a west circulator roadway and parking lot to provide access to new developments; and
  - Development of an internal street grid that extends the existing blocks and provides connections in the middle of the Special Study Area.

Improve Connectivity

- Extend 49 Avenue to the north of Folkstone Place.
- Improve access to Heritage Park from Highway 16A and to Glory Hills Road.
- Creation of a north-south connection along Glory Hills Road which would cross the CN railway line and connect into the Special Study Area and Parkland Gateway area.
- Provide trail connectivity along 50 Street north of the CN railway line.

Shift Highway 16A towards a more commercial area

- Provide opportunities to add accesses and highway developments along Highway 16A as it passes through Stony Plain.
- This would allow for the development of commercial areas similar to Highway 16A as it passes through Spruce Grove.

Town Wayfinding and Gateways

- Develop key wayfinding and signage points along Highway 779 to orient drivers to Main Street.

Parking Nodes

- Develop parking nodes in the Special Study Area, Main Street area and Heritage Park to provide parking in close proximity to major attractors.
Figure 6. Development Scenario 4
Scenario 5

Key features of Scenario 5 are described below and shown in Figure 7.

Redefining the Main Street Area
- This scenario also grouped Main Street with the blocks between 50 Street and Highway 779.

Community Amenities
- This scenario included providing public amenities like washrooms throughout both the Special Study Area and Main Street.
- These amenities could be located in conjunction with the development of parking lots.
- Other types of amenities included minor public spaces and smaller scale community centres.

Distinguishing Residential Areas
- Residential areas in the Old Town were distinguished by the amount and timeline for redevelopment.
- In this scenario, the Transition Zone area was expected to see more redevelopment over the short term than the residential areas east of Highway 779.
- This increased redevelopment was expected as a result of the age of buildings in the Transition Areas and their proximity and access to Main Street which makes them more desirable redevelopment areas.

Improved pedestrian infrastructure
- This scenario identified a number of locations where sidewalks were poorly maintained, inadequate or missing.
- These included:
  - 44 Avenue between 50 Street and Highway 779;
  - Crossing 50 Street into Heritage Park and the RV park; and
  - Sidewalks in Meridian Heights and surrounding the RCMP building.
Figure 7. Development Scenario 5
Scenario 6

Key features of Scenario 6 are described below and shown in Figure 8.

Redefining the Main Street Area

- This scenario also grouped Main Street with the blocks between 50 Street and Highway 779.

Develop Districts

- This scenario contemplates the creation and branding of several different districts throughout the study area. This includes:
  - Festival District;
  - Social Hub (Main Street and east);
  - Cultural Center;
  - Recreation and Cultural District; and
  - Wellness District.

Main Street and East Blocks

- This scenario envisioned Main Street and the blocks to the east as a mixed use ‘hub’ of the community.
- This includes the development of a town plaza near the Town’s offices.

Developed Road Network

- The scenario shows a fully developed network of collector roads around the residential areas west of Main Street.
- This network contained:
  - An extension of 49 Avenue to the west;
  - An extension of 57 Avenue to the north through the Brickyard at Old Town;
  - A connection to the north-south collector in Brickyard at Old Town to Glory Hills Road (Range Road 11) to the west; and
  - An additional crossing over the railway tracks.
- North of the CN railway tracks additional connections were envisioned to the west of Heritage Park and connecting to Glory Hills Road.

Trail Connections

- Trails onto Main Street are provided between Highway 779 and 50 Street via pathways through Lions Park and into the Special Study Area via 54 Avenue.
- Other trail connections were envisioned over the CN railway tracks at 50 Street and from 50 Street west into the Heritage Park/Pioneer Museum Lands.

Development of the Special Study Area

- 51 Street is extended into the Special Study Area to connect to 57 Avenue.
- Development in the Special Study Area is defined by three uses:
  - Cultural Centre on the existing Multicultural Heritage Centre lands;
  - Development of the new school in the southwest corner of the Special Study Area; and
  - Recreation and cultural facilities containing performance arts, sculpture studios, music or others on the remaining lands.
Figure 8. Development Scenario 6
5 Emerging Themes
The following pages identify several themes and important topics from the first phase of this project. This includes topics identified both during the engagement events of Phase 1 and by the project team through their analysis and work on the project. These emerging themes will start to form the core of the OTCP as it is developed in Phases 2 and 3 of the project.

5.1 Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Observation</th>
<th>What We Heard</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Business hours of operations</td>
<td>Survey respondents indicated that business hours in the Old Town area and along Main Street were too limited.</td>
</tr>
<tr>
<td>2 Lack of access to Special Study Area</td>
<td>Access into the recreational, cultural and institutional uses is limited from both Main Street and Highway 779. In addition, the traffic generated at certain times of day and year is considered a nuisance for residents.</td>
</tr>
<tr>
<td>3 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>4 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>5 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>6 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 the Old Town.</td>
</tr>
<tr>
<td>7 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>8 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>9 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>
5.2 Areas of Tension

Throughout the engagement there was often agreement between community participants. This included ongoing concerns about the availability of parking in the area, the design of Highway 779, access across the CN rail tracks, and identifying a need to provide services for a diversity of residents including youth, young families and seniors.

There were also some topics that were more controversial. For these topics, our engagement results showed a more diverse range of views and some disagreement on how certain topics should be addressed. Key topics are identified below and many will form an important part of engagement work in Phases 2 and 3 of the project.

### Observation | What We Heard
---|---
1 **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 the “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.
2 **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 mixture of uses. This will provide a better diversity of housing and support local business.
3 **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”.
4 **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.
5.3 Big Ideas
In addition to many of the issues identified in the Old Town area, several local participants indicated that they were interested in seeing the Town pursue larger changes to the existing context to achieve the vision of the Old Town.

- Many participants identified that Main Street has potential as a more pedestrian-oriented space.
- To facilitate this, the Town could consider closing the core part of Main Street between 50 Avenue and 52 Avenue to vehicle traffic.
- This would allow pedestrians to move through the space more freely while rededicating the public space used for cars for other uses like patios or open air markets.
- Some participants recognized that a full closure might not be feasible or desired and indicated that the Town should test closing part or all of Main Street to traffic for special events or regularly during the summers. These closures could also address the identified lack of community-level event spaces near Main Street.

- Many participants felt that it was time to move past the name “Old Town”, including its use in this project.
- 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.
- To address this, participants felt that a new branding strategy which highlighted the area’s modern role as a commercial, civic, and institutional hub should be promoted rather than its historic character.
- As was noted in Areas of Tension, there was little consensus among all participants on this topic.
Participants noted that there are multiple locations where it may be possible to construct overpasses that cross the existing CN railway. 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.

One of the key challenges identified for the Special Study Area was the lack of connection to Highway 779. The current road network requires users to pass through local residential areas with little or no supportive signage. Suggestions for improved access into the Special Study Area included along 55 Avenue, as well as collector road connections through developing areas like the Brickyard at Old Town and from the south of Old Town.

The existing Old Town North area is a mixture of large lots and diverse uses. To turn the Old Town North into a cohesive area it may be necessary for the Town to take more active efforts in re-developing the area.
5.4 Decision Discussion
As part of the Advisory Working Group, Municipal Planning Commission and Technical Advisory Committee workshop held on June 26, 2018 a series of questions based on feedback received to date were posed to the participants. Each of these questions captured aspects of the Key Issues and Opportunities, Areas of Tension, and Big Ideas and were discussed in-depth by participants.

A summary of the notes recorded during those conversations are provided below. Please note that although there was effort made to build consensus in the room, the results of this activity are in no way binding to the final vision of the plan.

**Overall Direction**
- There is a clear message that the character of the area should focus on the area’s unique aspects.

**Specific Keywords**
- Not big box;
- Unique, and entrepreneurial;
- Friendly, welcoming and artistic;
- Cultural Hub of the Parkland;
- Visit something that is “specifically Stony Plain”; and
- More vibrancy on the streets.

**Overall Direction**
- There needs to be a mix and diversity of buildings along Main Street. Buildings should have a cohesive design. It doesn’t have to be historic but materials and quality are important.

**Specific Notes**
- Commercial storefronts on street-level with offices and services above;
- 2-storey is optimal on Main Street but there is not very much of it; and
- Need developments that draw people to Main Street including food trucks and festivals.

**Overall Direction**
- Main Street should be more welcoming and inviting to pedestrians.

**Specific Actions that could achieve this Vision**
- Organize more events that close the street to traffic (farmers market, festivals, parades etc.);
- Provide amenities for festivals (Christmas tree, moveable gazebo, parking space patios);
- More pedestrian amenities (benches, lighting, trees, garbage cans, washrooms);
- Reduce the speed limit on Main Street to 30km/hour or 40km/hour;
- Introduce metered parking to encourage staff and owners not to park in front of their businesses;
- Encourage businesses to make it interesting to window shop;
- Find ways to make it feel safer to ride a bike on Main Street; and
- Consider the different experience of locals versus visitors and how they perceive congestion, emphasizing the importance of corner properties in making a street more interesting.
4. What is our parking philosophy?

**Overall Direction**
- Parking should be available for people accessing businesses and should be flexible enough to accommodate events, closures and changing parking needs.

**Key Features**
- Split-front parking works well for some types of businesses that operate at different times of day;
- Manage use of different areas with time limits;
- Provide connections between bicycle parking and the trail network; and
- Consider other connections including future park-and-ride options.

5. Do we pursue a new connection over the CN railway line?

**Overall Direction**
- Yes, a new connection should be pursued.
- Range Road 11 was identified as the preferred opportunity for this connection.

**Key Notes**
- The connection MUST be above or below grade to ensure that access is not blocked by a train crossing.
- There were also concerns raised about the suitability of the ground and soil conditions to support the development of an arterial road and overpass.

6. How do we improve access to the Special Study Area?

**Overall Direction**
- Additional connections into the Special Study Area are key to its success, especially if the area is redeveloped at a higher intensity. Ideally, these accesses would come from multiple directions to reduce congestion.

**Specific Options**
- 56 Avenue (not supported because of extra traffic past the SML Academy);
- Consider orienting new developments in the Special Study Area towards the Brickyard at Old Town and the collector roads proposed there; and
- 55 Avenue (supported but significant work would be needed to manage traffic in the residential area and construct the road through the PERCs building).
Old Town Community Plan
PHASE I EMERGING VISION

Other Themes
- Parking in the study area and Main Street
- Roadway improvements to Highway 779
- Layout of development in the Special Study Area
- Scale and type of development in the Old Town/Main Street
- Branding of the “Old Town”
- Parking Management in Old Town
- Future development of the Brickyard and Parkland Gateway
- Construction quality in Old Town

Connection between Heritage Park and Parkland Gateway ASP area
Highway Commercial Development
Intersection Improvements
Expand open area space
Upgrade roads to municipal standard
Sidewalks dead-end or missing
Connection between Heritage Park and Recreation and Cultural Area
Extension of Commercial Areas
Maintain environmentally sensitive natural areas
ASP Approved roadway
Upgrade roads to municipal standard
Establish a new connection under or over the CN railway line at Range Road 11
Need more local event space near Main Street
More pedestrian-oriented or pedestrian-friendly spaces on Main Street and to the east
Main Street and Main Street East as transitional areas moving towards higher density and a greater mixture of uses
Trail Improvements
West Orientation of new developments in Special Study Area
Improved access to Special Study Area
Multicultural Centre is open to changes to PERC lands
Internal circulation of Special Study Area

Town of Stony Plain Gateway features and wayfinding
Sidewalks dead-end or missing
Redevelopment of RCMP building
Low-scale redevelopment (secondary suites, duplexes)
Highway Commercial Area
Development Site
Owned by Parkland School Division
Upgrade road to municipal standard
Greater orientation to Highway 779 and aesthetic improvements
Local improvements to park space
Rear Parking for Business Owners and Staff
Main Street Bike Parking
Community hub area “Wellness District”
Main Street Gateway Markers or wayfinding to Main Street
Improvements to central collector roads to support active transportation
Maintain character of existing area with intensification through secondary suites or low-scale redevelopment
Improve trail connections
Town of Stony Plain Gateway features and wayfinding
6 Next Steps
6.1 Completed Work

**Phase 1: Background, Analysis, Consultation and Visioning (Feb – June 2018)**
- Background Analysis
- Transportation and Servicing Review
- Public Launch Event (March 27, 2018)
- Community Survey (March 27 - April 21)
- Tri-Municipal Expo Pop-Up (April 14, 2018)
- Public Open House #1 (May 23, 2018)
- Stakeholder Workshop #1 (May 23, 2018)
- Arbour Day Pop-Up (May 26, 2018)
- Committees Workshop (June 26, 2018)

6.2 Upcoming Work

**Phase 2: Design Analysis and Alternate Solutions (May – Oct 2018)**
- Project Team Workshop (July 20, 2019)
- Emerging Themes and Design Alternatives Pop-Ups (July and August 2018)

- Upcoming

**Phase 4: Approval (Mar 2019)**
- Upcoming

**Identify Preferred Development Scenario**
Using the information contained in this document, further engagement work and more detailed design will be used to create a preferred development scenario. The preferred scenario will provide a vision for the OTCP including potential changes to land use, zoning, civic investment and priorities.

**Create Policy Framework**
With the preferred development scenario finalized, a set of policies will be developed to enable consistent and clear decision-making by the Town’s administration and set the direction for future investment, marketing, and advocacy.

**Identify Big Moves**
To enable implementation of the OTCP, a detailed set of actions and initiatives will be developed to guide the Town’s efforts in the coming years. In addition, a series of “Big Moves” may be identified to set the Town’s priorities for the OTCP area in the short term.

**Gather Commitment from Stakeholders**
Looking towards implementation, the project team will reach out to stakeholders in the community including civic managers, the business community, civil society and citizens to identify key individuals interested in championing and carrying the vision forward.
Appendix A

Transportation and Servicing Memo
This memo provides Phase 1 review of transportation and utilities infrastructures. The purpose is to identify issues that impact land-use planning development concepts moving forward. Some of these issues may be addressed in later phases of this study as part of “Area Development Plan” for the “Old Town District”. The “Old Town District” is indicated by the solid line in the figure below. The dotted line is the potential area if influence.
Transportation

The fundamentals of an effective transportation planning system are built around the “Transportation Classification Plan”. This involves three basic classification levels:

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

The local roadways feed to collectors, which distribute traffic to the high volume arterial roadways. This functionality is applicable to both vehicle traffic and active mobility (i.e. pedestrian, bicycles, etc) traffic. Then, even within the Old Town District, the functionality has to provide connectivity within adjacent districts and the overarching transportation system.

In reference to the Town’s Municipal Development Plan, Map 4 illustrates the current and proposed transportation network classification system. This plan is contained in Appendix A along with the corresponding “Cross Section Standards” for each classification level. These cross section standards define the roadway, sidewalk, and multi-use trail functionality required. Each roadway within the “Old Town District” would have a defined functionality. The deviation to this is the recent concept plan for the “Downtown Core”. This latest concept plan is currently not defined within the Town’s development standards. However, for the purpose of this study, it may be recognized as an additional Cross-Section standard.

Complementing this, from the Town’s Master Plan, is the proposed “Bike Path System”. From a functional perspective, a bike path system should provide a dedicated service on the collector and arterial roadways. For local roadways, with traffic light, bike traffic is appropriate shared with roadways. The Town’s current bike path system is somewhat coordinated with the roadway functional classification plan. However, 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 (i.e. 3m width) as identified within the Town’s current arterial class standard. The Town’s current Downtown Redevelopment Concept Plan is not conducive to bicycle traffic.
In review of the Town’s parking plan, the greatest constraint is the Downtown core. It currently has sufficient on-street parking through its “Main Street Angle Parking”. This concept is sustained through the recent “Downtown Redevelopment Plan”. With the prospects of densification, or changes to be more active mobility friendly, additional “Off-Street Town Owned Parking” may be required. This may be developed around a “Transportation Hub”, linking vehicles, active mobility, and public transit.
The new “Tri-Municipal Regional Transit Plan” provides a framework for collecting limited local users to tri-municipal and regional connectors. The plan shows a transit line “Connection Point” in the “Old Town District”. However, the Transit Plan does not provide a plan for “Inter-modal Connectivity”. Currently, there is no connection between pedestrians, bicycles, passenger vehicles, and public transit. This once again strengthens a need for a potential “Transportation Hub” in the “Old Town District” near the Downtown Core. This hub would be on a roadway collector, on the bike path system, provide a means for vehicle parking, and provide a means for bicycle lock-ups.

The Town completed a Transportation Study, including traffic analysis. Industry standard volume/capacity traffic analysis is based on a Level of Service assessment from A to F. LOS A is free flow and LOS F is stand still. Concerns are typically noted when any movement reaches a LOS E.

In reference to the “Old Town District”, projections to Year 2030 illustrate the following LOS forecasts. Relative to the industry standard, traffic within the Old Town District is expected to operate at LOS A-C for the foreseeable future; which is deemed to be unimpeded traffic movements. This indicates that the “Old Town District” has capacity for some densification. It also indicates that traffic managing measures (i.e. signalization, etc.) will not likely be required within this area.

It should be noted that the one intersection with a LOS D in one traffic movement has now been restricted to right-in-right-out traffic movements. As such, the forecast worst traffic movement of any intersection in the “Old Town District” is a LOS C, which is considered to be very good. As a result, the traffic related capital improvement needs within the “Old Town District” is shown to be “None”.

![Transit Plan Diagram]

Specialized transit service area (gray shaded area) to ensure mobility for people unable to use fixed-route service some or all of the time (italicized text).

Local Connector (purple) and Local Core (blue) lines connect key areas within the Tri Region and provide highest levels of service.
<table>
<thead>
<tr>
<th>2030 PM Peak Traffic</th>
<th>Approach LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EB</td>
</tr>
<tr>
<td>48 Street &amp; 44 Avenue</td>
<td>Signalized</td>
</tr>
<tr>
<td>48 Street &amp; 47 Avenue</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 49 Avenue</td>
<td>Signalized</td>
</tr>
<tr>
<td>48 Street &amp; 50 Avenue N</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 50 Avenue S</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 51 Avenue</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 52 Avenue</td>
<td>Signalized</td>
</tr>
<tr>
<td>48 Street &amp; 53 Avenue</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 54 Avenue</td>
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<tr>
<td>48 Street &amp; 55 Avenue</td>
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</tr>
<tr>
<td>48 Street &amp; 57 Avenue N</td>
<td>Stop-Controlled</td>
</tr>
<tr>
<td>48 Street &amp; 57 Avenue S</td>
<td>Signalized</td>
</tr>
</tbody>
</table>
Water Distribution and Wastewater Collection

Water distribution and wastewater collection relates to the “Piping” infrastructure and associated components (i.e. service connections, valves, manholes, and catch basins).

There are two elements to assessing their viability within the “Old Town District” redevelopment planning, which are:

- **Capacity** – This is the size (i.e. diameter) of the piping infrastructure to handle current and additional flows due to redevelopment densification altered land-use patterns.

- **Physical Condition** – This is a reflection of deterioration through the natural lifecycle. This is largely depended on the infrastructure material type and historic preservation maintenance strategy through the Town’s asset management program.

In first review of the water distribution capacity, Figure 3.1 in Appendix B shows the existing piping network. In the Old Town District, the pipe diameters range between 100 mm and 300 mm. Corresponding Figure 3.2 highlights the capacity analysis showing 18 locations deficient in fire-flow flows. Corresponding Figure 4.1 illustrates recommended piping upgrades. Within the Old Town District, there are several blocks of recommended upsizing needed to deliver the water capacity needs, which include fire flow capacity. This figure includes several blocks of upgrade; in many cases going up four (4) pipe sizes (i.e. 100 mm to 300 mm). These are tangible indications of an undersized water distribution system in the Old Town District.

Complementing this is the water distribution physical condition. In review of the Town’s asset management related records, including Tangible Capital Assets (TCA) and Geographic Information System (GIS), the current age of the Old Town District piping infrastructure is approximately 65 years. The Town does not complete a piping condition assessment nor has record of pipe material. As such, the Remaining service Life (RSL) of this infrastructure is uncertain. Estimated, the RSL could range from 0-25 years.

In review of the sanitary collection capacity, Figure 3.1 in Appendix B shows the existing piping network. In the Old Town District, the pipe diameters range between 200 mm and 300 mm. Corresponding, Figure 3.2 highlights the areas of capacity improvements. This primarily involves the main trunk system, which has modest impacts within the Old Town District. However, densification in the Old Town District may require size upgrades within the local piping network and potentially further size upgrading along the already strained trunk system.

As per condition review for the water distribution system, the wastewater collection physical condition has the same comments. With the Town’s asset management system failing short in condition assessments and infrastructure material properties, the expected RSL is uncertain. Given the age of this piping infrastructure, the RSL could range from 0-25 years.
Summary of Issues Recommendations Moving Forward

Based on the preliminary infrastructure assessment review completed above, the following summarizes key issues and recommendations moving forward with land-use redevelopment planning within the Old Town District area of Stony Plain.

- **Roadway Classification** – Even though the Town has a roadway classification plan, that for the purpose of this study it be readdressed to meet the functional needs of the Old Town District; so it is well defined which roads within this district will function as Arterial, Collectors and Local.

- **Roadway Cross Section Standards** – The Town’s existing cross section standards does not provide the functionality to accommodate the broader perspective of active mobility. These standards may be adjusted, in particular to the “Collector” road class.

- **Active Mobility Network Plan** – The Town has plans relating to trail systems and bike paths. Such plans may be integrated and adjusted in coordination with the roadway classification plan to provide a connectivity and functionality of active transportation including pedestrians, bicycle, scooters, etc.

- **Downtown Development Plan** – While the existing plan provides no net loss of vehicle parking, it is not conducive to active mobility. This plan could be adjusted to improve on active mobility transportation or provide a hub to transfer from bicycle to pedestrian movement.

- **Transportation Hub** – While the new transit plan may include a bus-route transfer station in the Downtown Core, it does not include intermodal transfer between pedestrians, bicycles, passenger vehicles, and public transit. Provision for a transportation hub within close proximity of the Downtown Core may be included in the Old Town Redevelopment Plan. Such may also increase parking availability, which may be required on densification initiatives and/or adjustments to the Downtown Development Plan.

- **Water Distribution** – There are many instances where the existing water distribution piping in the Old Town District is undersized. Redevelopment with densification may further increase the magnitude of the upsizing needs. Concurrently, the piping network is aging. However, the Town’s Asset Management System falls short of understanding the expected remaining service life (RSL) of underlying infrastructures in the Old Town District. Based on the information available, the RSL could be between 0-25 years. As such, relatively large scale water distribution infrastructure renewal and upsizing may be expected within the Old Town Redevelopment Plan.

- **Wastewater Collection** – As with the Old Town water distribution system, the wastewater collection system RSL is estimated in the range of 0-25 years. The current wastewater capacity assessment primarily indicates upsizing needs of the trunk system leading from the Old Town District. However, the potential of densification within the Old Town District could see sanitary system piping needs upsized in addition to additional upsizing needs along the trunk system. Redevelopment staging and coordination with water distribution upgrades, may determine the trigger for wastewater collection improvements either due to physical condition or capacity.

**Attachments** –  
Appendix A – Transportation  
Appendix B – Water Distribution and Wastewater Collection
Appendix A

Transportation
4 LANE URBAN DIVIDED ARTERIAL ROADWAY

4 LANE URBAN UNDIVIDED ARTERIAL ROADWAY
PHASE 2 CONCEPT PLAN
Appendix B

Water Distribution and Wastewater Collection
WATER DISTRIBUTION SYSTEM
MASTER PLAN UPDATE

EXISTING SYSTEM
PEAK HOUR DEMAND

LEGEND:

EXIST. 100mm
EXIST. 150mm
EXIST. 200mm
EXIST. 250mm
EXIST. 300mm
EXIST. 350mm
EXIST. 400mm
EXIST. 450mm
EXIST. 600mm

REGIONAL SUPPLY LINE
EXIST. TOWN BOUNDARY
PRESSURE CONTOUR
(PEAK HOUR DEMAND)

SCALE: 1:25,000

JANUARY, 2008

FIGURE 31
WATER DISTRIBUTION SYSTEM
MASTER PLAN UPDATE
EXISTING SYSTEM
WITH RECOMMENDED UPGRADES

LEGEND:

EXIST. 100mm
EXIST. 150mm
EXIST. 200mm
EXIST. 250mm
EXIST. 300mm
EXIST. 350mm
EXIST. 400mm
EXIST. 450mm
EXIST. 600mm

PROP. 200mm
PROP. 250mm
PROP. 300mm
PROP. 350mm
PROP. 400mm
PROP. 450mm
PROP. 600mm

EXIST. TOWN
BOUNDARY
REGIONAL SUPPLY LINE

SCALE : 1 : 25,000
JANUARY, 2008

FIGURE 41
Phase 1 - Infrastructure Issues and Needs

Legend
- Old Town Area Redevelopment Plan Boundary
- Old Town Area Redevelopment Plan Area of Influence
- Provincial Highway
- Arterial
- Collector
- Local
- Alley
- Trail
- Railway
- Building of a Arterial/Collector system appropriate for vehicle and active mobility transportation
- Existing active mobility trail system to connect
- Active Mobility connection
- Environmental Constraint impacting development
- Transportation Hub Need – Mode transfer between passenger vehicle, active mobility, and public transit
- Bicycle Constraint (i.e. angle parking)
- Intersection Constraint
- Aging and undersized water and sewer lines
- Major Destination – Draw for active mobility, vehicle traffic, and public transportation
- Areas to be protected for local traffic use only; preventing through traffic movements
- Constraints due to multiple accesses; impeding functionality
Add 3.0 m trail
Appendix B
Full Survey Results
Community Survey Results
Old Town Community Plan

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1. Meta Data
Survey dates: March 27, 2018 - April 26, 2018
Total Online Respondents: 122
Total Hard Copy Surveys Received: 2+
Number of participants who signed up for additional information: 63

2. Respondent Demographics

Q2. Where do you live?

- Old Town Community Plan area: 19.64%
- Along Main Street: 21.43%
- Within 1-4 blocks of the Old Town Community Plan Area: 0.00%
- Within another area of Stony Plain: 19.64%
- Outside of Stony Plain: 39.29%

Q3. How long have you lived in Stony Plain?

- Less than 5 years: 60%
- 5 to 10 years: 40%
- More than 10 years: 0%
3. Survey Questions  

3.1. Questions on the Old Town Community Plan Area

Q4. How often do you visit the OTCP area?

Themes of “Other” answers:

- Schools in the area
- Recreation areas (pools, museums, hockey)
- Not for profit work
- Attending church
- Attending community meetings (Rotary Club, Neighborlink, Potters Guild)
Themes of “Other” answers:

- Accessibility
- Lack of evening and weekend business hours
- Low quality businesses off Main Street
- Bad roads
- Too much parking/Too little parking
- Missing amenities and shopping for certain age groups, can’t compete with Spruce Grove
- Environmental sustainability
- 6. Aesthetics of public places- Community Center
- Traffic- people turning in middle of street to park on other side
- Provision of parking- church parking -> only St. Matthews has parking lot
3.2. Questions on the Main Street area

Q7. What forms of event spaces would you prefer in Old Town Community Plan area? (select multiple if desired)

- Small public plaza/square: 27%
- Small public park: 23%
- Large public park: 13%
- Privately owned publicly accessible event space: 9%
-Temporary street closures for events: 5%
-Seasonal pop-up spaces (sidewalk patios, parking lane patios): 23%

Q8. What brings you to Main Street? (select multiple if desired)

- Shop, 74%
- Services, 64%
- Socialize (restaurants/cafes), 58%
- Work, 15%
- Events, 45%
- Own or operate a business, 8%
- Live, 7%

Themes of “other” answers:

- Bar
- Bank
- Recreation (waking)
- Farmers’ Market
- “Need more things like yoga, cafes, breweries, stores like the Barn Owl and Whimsical Creations, restaurants that are open past 5 and on Sundays – it’s 2018!”
Themes of “other” answers:

- Existing businesses don’t really contribute to vibrancy downtown
- No reason to go downtown, (shopping, restaurants, cultural facilities)
- Need more awareness (highway signage and wayfinding)

Q10. What do you like about Main Street (select multiple if desired)

- Attractive storefront displays, 38%
- Meeting up with friends, 52%
- Attractive flower pots & Christmas lighting & Christmas tree
- Street crossing safety, 34%
- Availability of parking, 27%
- Street furnishings, 32%
- Sidewalk conditions, 25%
- Building aesthetics, 25%
- Public art/murals, 79%
- Perception of safety, 48%
3/4 ton & motorhomes Parking on Main Street, safety for others backing out

Q11. What don't you like about Main Street (select multiple if desired)

- Limited business hours, 49%
- Lack of connections to the trail network, 38%
- Lack of parking, 36%
- Poor sidewalk conditions, 27%
- Street crossing safety, 13%
- Blocked/cluttered storefront displays, 17%
- Poor street furnishings, 21%
- Pe... of saf... 4%

Q12. What type of land uses or businesses do you feel would improve the walkability and vibrancy of Main Street? (select multiple if desired)

- Residential buildings
- Office buildings
- Mixed use buildings
- Cultural/Institutional buildings
- Parks/plazas
- Cafes and restaurants/bars

- Question 12: Cafes but not restaurants/bars.
- 12. Mixed use buildings- including residences, Cultural/Institutional- Library
Q13. What kinds of events would encourage you to visit Main Street? (select all that apply)

- Community festivals 22%
- Arts/Entertainment options 26%
- Food events 8%
- Sports tournaments 25%
- Family friendly events 19%

3.3. Questions on the “Special Study Area”
This area includes the Glen Hall Arena, Stony Plain Central School site, PERCS building and Multicultural Heritage Centre.

Q14. What brings you to this area? (select multiple if desired)

- Multicultural Heritage Centre, 69%
- Outdoor pool and spray park, 68%
- The Glen Hall Arena, 46%
- Ball diamonds, 19%
- Other, 18%
- Curling club, 11%
- Community gardening, 10%
- Outdoor running track, 8%
- Taking your kid(s) to school, 7%
- Go t...

Specific Answers in the “Other” category:
Soccer, Walking, Greenspace, School functions, PERCS building events (Seedy Saturday), Bike riding, Farmers’ market, heritage spots
“When will someone ie; Council put the Multicultural Centre out of its misery. Done, over move to Pioneer Museum where there is life, vibrancy and a future. That land could be developed into a central adult walkable community with perhaps a small arts centre funded by the developer and the town.”

Specific Answers in the “Other” category:

Aging structures need replacing, still no reason to come to this area, access and navigation, more recreation facilities, need a cohesive purpose for the space, parking lot is badly designed, limited parking for facilities, no connections between the facilities mentioned.
Q16. What are the kinds of recreation opportunities and facilities that would bring you to this area more often?

Specific Answers in the “Other” category:

Snowshoe trails, another ice rink, indoor kid-friendly play space, local arts/theatre centre, pickleball, outdoor concerts and events, rental facilities, year-round heated outdoor pool or hot-tub/pools in an atrium/botanical garden.
4. Area specific land uses

The following questions refer specifically to four “character areas” identified for this project and shown on the below map.
4.1. Q17. Please identify appropriate land uses for the following Old Town character areas. (Old Town North, Highway Corridor, Transition Areas, and Residential Areas)

Specific Answers in the “Other” category:

Recording studios, 2 and 3 storey mixed use buildings on Main Street, Highway Corridor, Old Town North and Transition areas, restaurant or park at the North end of Old Town North, include parking in duplex developments, Mainstreet- try to keep the "small business" friendly atmosphere.
4.2. Q18. Please write any other thoughts or visions you have for the future of any of these areas:

Highway Corridor:

Aesthetics
- The aesthetics of the entrance to Stony Plain from the highway on 779 is poor. The wide concrete median with weed growth offers a poor first impression.
- Highway corridor is your first impression of town. Should give you a feel for what the place is about.
- North end is much different character than the south end.
- Better road condition
- Beautification, business that would encourage people to stop
- I am embarrassed driving into Stony Plain and looking at the north side of the highway. Council on 2 occasions had an opportunity to get rid of the garbage looking signage along the highway and chose to listen to the Chamber of Commerce
- Cleaned up. Yes it is a highway but it can still look good. Trees!

Types of Businesses and Uses
- No big business
- Promote new commercial development walking corridors
- Grow the Pioneer Museum
- This should be more where the service based industries reside
- Update the existing commercial areas or encourage that space before creating new empty spaces

Roadway
- I think we have to consider a railway overpass or underpass. The entire community and all its services & support services continue to be impacted by long & frequent trains. Rather than present obstacles, present solutions.
- Repave 779 & 628
- Double lanes for through traffic. Turning lanes at all major intersections

Pedestrian Improvements
- Walking/bike trails
- Road improvements are needed badly, widening, adding of paths or sidewalks on south end of town

Hot Tips
- Plan and grow carefully - support overall Community/regional needs and plan

Old Town North:

Public Realm Improvements
- Parks with seating areas no playgrounds
- Walking/bike trails
- Walking trails and natural areas - more cafes & restaurants
Accessibility for those with mobility needs; gathering places for all without having to purchase items

Branding
- First we need to move past old town, it is not an historic old town and personally Stony needs to move into the future.
- Cleaned up and purposeful. So much a hodgepodge right now.

Residential Community
- Residential

Extension of Main Street
- Nice plan for main street should extend to residential streets
- Old town north coming off main street should be an extension of main street
- No big box stores

Institutional Area
- Keep as a cultural area. Would love to see the museum have more land to expand. Such a great historical area.
- Cultural, Commercial
- This area should focus on cultural facilities, with the heritage pavilion and the pioneer museum already there, you could create a cultural cluster that pulls people off the highway. In addition, the 6 acres of land that is an annual lease to the pioneer museum should be increased to 5-10 year leases. If culture is a priority for Stony Plain we need to support it with the appropriate actions.

Commercial Uses
- Something to bring some life to Old Stony - a Brewery or a fun cafe/restaurant/patio
- Don’t compete with Spruce Grove Complement their businesses.

Transition Areas:

Community Events
- Where you need extra parking if you are going to make main street an event centre
- Large Farmers Market
- Parking so that downtown could be walking only/mainly
- More community events

Public Realm Improvements
- Accessibility for those with mobility needs; gathering places for all - without having to purchase items
- Keep building bike and walking paths
- Trees

Improved or new institutional uses
- Old community centre should be restored/maintained for public use.
- Stony Plain School of the Arts in partnership with a institute like Grant Mac.
- Recreation facility in or close to including an indoor pool and fitness facility
• New school (built with modular structure so can change as future education technology driven learning process requires less brick & mortar; also need year round performing arts/recreation and outdoor activity

Mixed Use Area
• Make it more of a multiple use area
• More cafes and restaurants
• Business/social/cafes/restaurants
• Can start the cafes/yoga/etc. that lead into main street and old Stony

Residential Areas
• West of Main Street returned/remain single detached or duplexes.
• Mostly residential, keep commercial and high density on the main streets.

Residential Areas:

Public Realm and Amenities
• Parks, green spaces to encourage physical wellness
• Both transition & residential need to have sidewalks replaced/maintained with casual walking trails connected to trail system.
• walking trails to downtown
• Specific to Silverstone/ Brookview area the town really needs Park recreation in this area...outdoor rink...playground...recently moved to this area and disappointed it is not in this area like all other developments.

Housing Types
• Do not follow the Capital Region - Edmonton model of high density residential. It ruins communities.
• Give your community character. Mix the housing types up so it feels less cookie cutter. Think about unique living opportunities, dorm style five space areas with shared meeting areas, a tiny home area, cool housing ideas that can make owning a "home" possible as pricing goes up. Have lower levels have businesses with apartments up above...homes that mix seniors and single parents...
• All kinds of housing
• No row housing in this area
• Small home communities strategically placed w access to downtown or commercial shopping; parking lots used (instead of multiple parking at each residence); duplexes; townhouses.

Community Character
• Keep them residential.
• Keep the same
• Sports facility, community hall or building for events and rentals
• should remain housing
• Looks good

Hot Tips
5. Final Comments on key issues and opportunities

Stories/Using the areas
- Unfortunately I treat Stony Plain as a bedroom community. Most shopping in Spruce Grove. I live in Graybriar and the Old Town area does not garnish my attention. Minimize commercial area. Promote Main Street Business however these businesses must help themselves. Due to my age I have no kids at home. I real like the Golf Course but it could be better utilized. ex. walking trails around the course, available in winter to cross country skiing (the effort is very poor now). Walking trails need to connect. The Town is meeting my needs. A clean-up - spruce-up - needs to be done and continued. Tri-Leisure Center provides the recreation I need."
- Perhaps it would have been interesting to know the demographics of the respondents to this survey. As seniors into the age 70-80 bracket - our interest have changed substantially than when we lived in the area 1978-2000.

Visions
- I have long felt Stony Plain would be a perfect place for a 'Nashville of the North'/ Develop recording studies & performance halls with weekly/monthly apartments for developing artists to come and work, perform, and record. We could encourage this from all over the world. It is an extension of our already well received 'cowboy poetry' event.
- With the threat of global warming it is important to take climate change and environmental degradation into all future plans & changes.
- I'm very concerned to ensure that integrated into this plan is protection and restoration of a natural habitat that will showcase plants that are indigenous to this area and allow for Animals specifically Birds a place to thrive as well
- Hope Stony can expand the artsy, cozy feeling it had. It is a draw for people in Edmonton & surrounding area to come & visit... (& make a move in some instances!).
- High speed internet throughout the downtown core would encourage more people to shop & socialize in the core area and encourage more business.
- Do not want to see any kind of development on 55 Ave. & 51 St. to 52 St. Do not want any homes, condos, or other residential in this area. Our area is very peaceful and there a lot of senior people live in this area. We want the peace and quiet in our golden years.
- Please do not call it Old Town Community. Would suggest that "Old" implies - old technology, old infrastructure, old everything. We want Stony Plain to be a beautiful, safe community with a small town feel and to be a "Most Favourite Place to Live"!
- I look forward to the growth and change of Stony Plain I am happy to be back raising my family where I grew up!

Public Realm Improvements
- Better signage and directions to main street. Promote main street shopping.
- Many residents are dog owners & we need more areas to walk/exercise our pets. Would also appreciate more recycle/garbage receptacles throughout Old Town."
• Encourage more parks, open space so the residential areas aren’t being crammed in with commercial etc.

Building Design
• I dislike some of the big 3 story walk up big condo/apartments. No design & little curb appeal.
• Please..... no more residential.... we are a town... no more condos/apt buildings

Main Street
• Would like no cars on Main Street & parking a block off.
• Being able to access downtown with walking path areas.
• I think we should continue to highlight the character of the Main Street area and encourage more businesses and events that cater to pedestrian traffic.
• Moving the library downtown will help bring people into restaurants and cafes downtown. Development of recreation facilities in the area around the old high school will also bring people into the area but parking will need to be addressed
• Densification. Walkability. Downtown buildings are UGLY.

Cultural/Recreation Facilities
• You talked about a recreational centre but you didn’t talk about a cultural centre. Would love to see an area for creative types, music studios, this community has loom weavers, quilt makers, glass blowers, people looking for commercial kitchen space, tons of artists in need of space for welding, creating... Would love to see an artist collective space or maker spaces.
• We need major improvements to pool/recreation area. We also need a recreation facility or multi-use facility - More leisure activity businesses/areas. - Family friendly.
• Maintaining the Potters Guild as it is... home to 65 potters and a draw for residents and out of towners to visit and shop. Important cultural venue!"
• Looking forward to the new library development and the finishing of Rotary Park and area
• Another ice surface! TWIN GLENN HALL"

Businesses
• Business to be open in evenings & more people living in mixed housing within a block or two of main street.
• I would like to see sustainable business with longer hours on Main Street, in the area where the old high school was as a fitness / recreation /park area
• We have lots of old buildings that should be used, updated before creating all the new commercial development.

Roadway Improvements
• 628 needs major repairs to the road.
• Intersection of 779 and 628 needs turning lanes! "
• I worry about traffic in the area of 51 Ave since the no right hand turn at the 52 Ave has increased traffic We need more four way stops due to more car accidents on side streets at 49 St.
• The entire Hwy 779 is a mess. Intersection at the Willow park, genesis intersection NEEDS pedestrian control. Too many people walking on non sidewalks on small road.
• Maybe like different groups taking care of highway sections it can be encouraged that particular groups take care of identified areas of the town. For that they could get a reward of some kind.

Other Comments
• Lived in Stony Plain for 39 years.
• Moved out in 2000 but will be moving back to Old Town.
• Time to move forward.
• Excited to see what the plans will be
• People to get in touch with:
  o Perks Coffee House - grand opening on main street in April
  o Stony Brew Co. (start up brewery that will be growing and looking for a location - main street is a MUST!)
  o Multi-Cultural Heritage Centre
  o Pioneer Museum
  o The Potter’s Guild (can help get us in touch with artists for placemaking in downtown - contests should be run for this to involve the community)"