BYLAW 2613/D&P/19

BEING A BYLAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA FOR THE PURPOSE OF ADOPTING AN AREA REDEVELOPMENT PLAN.

WHEREAS, the *Municipal Government Act,* RSA 2000, c. M-26 Section 634(1), and amendments thereto, authorizes that a Council may:

(a) designate an area of the municipality as a redevelopment area for the purpose of any or all of the following:

      (i) preserving or improving land and buildings in the area;

      (ii) rehabilitating buildings in the area;

      (iii) removing buildings from the area;

      (iv) constructing or replacing buildings in the area;

      (v) establishing, improving or relocating roads, public utilities or other services in the area;

      (vi) facilitating any other development in the area,

(b) adopt, by bylaw, an area redevelopment plan,

(c) in accordance with this section and Division 6, provide for the imposition and collection of a levy to be known as a "redevelopment levy", and

(d) authorize a designated officer, with or without conditions, to perform any function with respect to the imposition and collection of that redevelopment levy;

AND WHEREAS, Section 191 of the *Municipal Government Act,* RSA 2000, c. M-26 enables Council to amend or repeal a bylaw;

AND WHEREAS, the Council of the Town of Stony Plain wishes to adopt an area redevelopment plan for the area of land in the Town of Stony Plain generally described as the Old Town Community Plan area, as shown in Schedule A attached hereto;

NOW THEREFORE, the Council of the Town of Stony Plain in the Province of Alberta, duly assembled, hereby enacts the following:

1.0.0   Title

1.1.0   This bylaw may be cited as "The Old Town Community Plan".

2.0.0   General

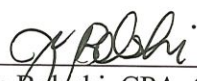2.1.0   Schedule A is attached to and forming part of this bylaw.

3.0.0   Effectiveness and Review

3.1.0   If any portion of this bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the bylaw is deemed valid.

3.2.0   This bylaw shall be reviewed within its fifth year, being 2024, or as deemed necessary.

3.3.0   This bylaw shall take full force and effect upon passage of third and final reading in accordance with Section 213, the *Municipal Government Act,* RSA c. M-26, and amendments thereto

Read a first time this 10th day of June, AD 2019.

_____
Mayor William Choy

_____
Jen Boleski, CPA, CA
General Manager, Corporate Services

Public hearing held this 9th day of September, AD 2019.

Read a second time this 9th day of September, AD 2019.

Read a third time this 9th day of September, AD 2019.

_____
Mayor William Choy

_____
Jen Boleski, CPA, CA
General Manager, Corporate Services

SCHEDULE "A"

Old Town Community Plan

SCHEDULE "A"

Old Town Community Plan

Old Town Community Plan
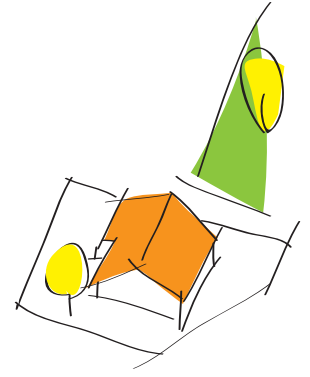
TOWN OF STONY PLAIN

August, 2019

Prime Consultant: Green Space Alliance

Sub-consultants: POPULUS Community Planning Inc., ISL Engineering and Pillar Systems

Growing *Your* Stony Plain

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Project Overview

1.1. Context

The Town of Stony Plain is located in central Alberta, approximately 20 km west of the province's capital, Edmonton, at the intersection of Highway 779 and Parkland Highway (Hwy 16A). The town site 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 important civic facilities and cultural amenities. Today, Main Street is home to many businesses and is only a short walk from multiple important recreational and institutional facilities including the Glenn Hall Arena, Family Connection Centre, Stony Plain Central School, Town Office 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.

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 area, reinforcing it as Stony Plain's cultural and commercial heart. Some early work has been undertaken to improve the sense of place in the area. This includes the creation of a major destination at Heritage Park and streetscape 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 Edmonton Metropolitan Region Board's (EMRB) *Growth Plan*.
- Provide a plan for integrating the development of the Recreation and Cultural Campus 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 Surrounding Context

Meridian Meadows

Transmountain Pipeline

Hwy 779

Hwy 16A

Parkland Gateway

St Andrews

South Business Park

50 St

Meridian Heights

Homesteads

Graybriar

CN Rail line

Brickyard at Old Town

Forest Green

Fairways

Woodlands

Southridge

South Creek

Heritage Estates The Glens

Rosenthal Estates

Willow Park

High Park

Hwy 628

Genesis on the Lakes

Lake Westerra Estates

Country Plains Estates

800m 1600m
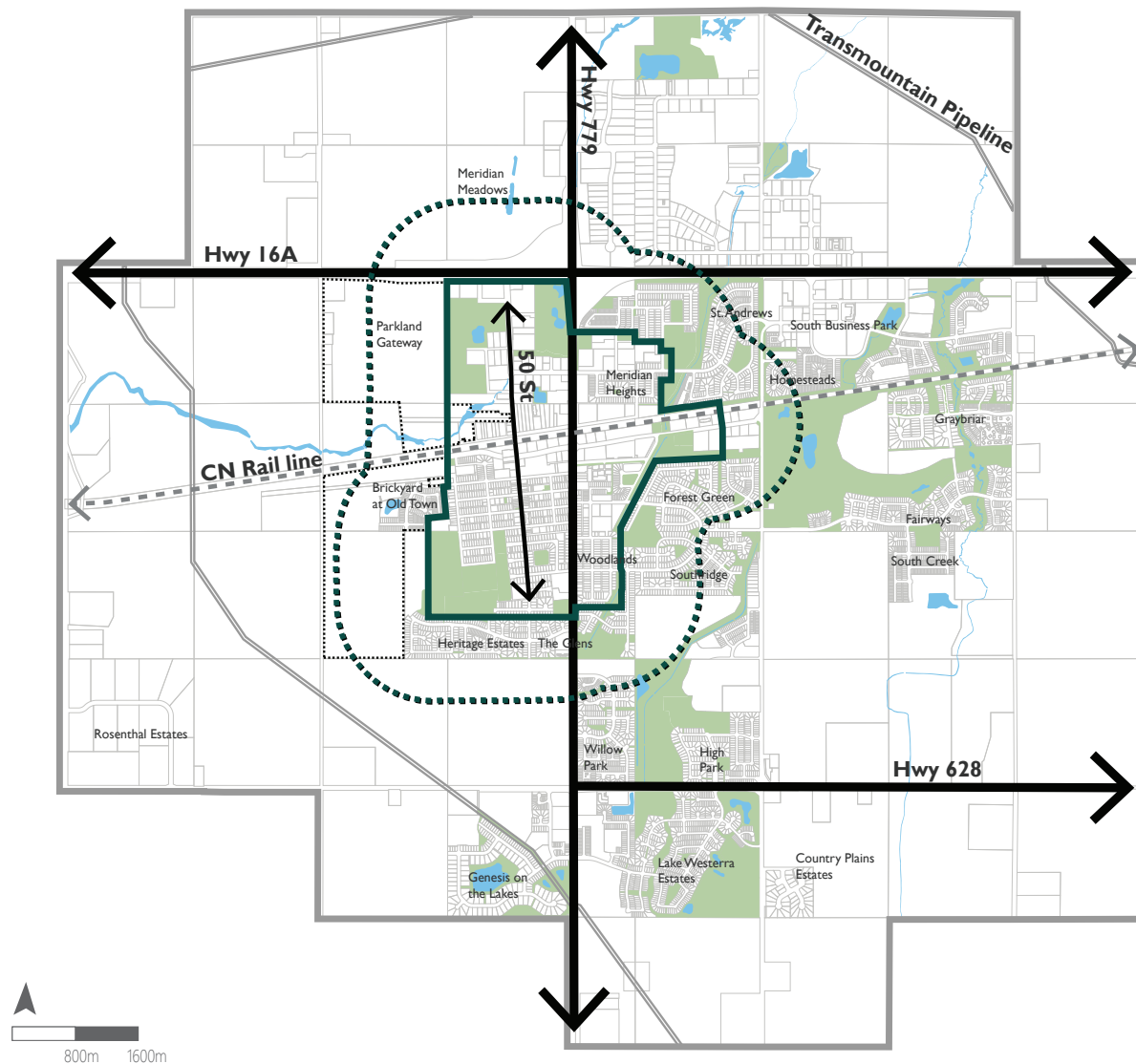
Legend

▢ Old Town Community Plan Boundary

▢ Old Town Community Plan Area of Influence

▢ Neighbouring Area Structure Plan

▢ Town of Stony Plain Boundary

▮ Open Space

← Main Street/50 Street Corridor

← Railway

← Provincial Highway

⟍ Pipeline Corridor

🫐 Water Body

GSA
Green Space Alliance

1.3. Plan Area Extent
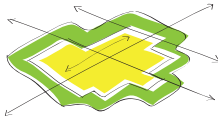
The OTCP area includes approximately 260 hectares (640 acres) of land and is centred on the Old Town neighbourhood and adjacent areas, as indicated in Map 1 Surrounding Context. These surrounding areas include the low-density residential, commercial and institutional areas north of the CN Rail tracks, 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 plan area is bounded by:

- Parkland Highway (16A) to the north;
- The Glens and Heritage Estates communities to the south;
- The planned areas 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, it does not manage policy in those areas. The area of influence includes:

- Planned areas including the Brickyard at Old Town and lands within the Parkland Gateway Area Structure Plan; and
- Residential areas to the east and south of the study area.

2 Existing Characteristics

2.1. History and Evolution

This plan recognizes that it applies to lands located on Treaty 6 territory which have historically, and continue to be, 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 community now and into the future.

The following timeline provides a high-level outline of historic events that influenced the growth and development of the OTCP area.

1892	An early homesteader, John L. MacDonald settles in Dog Rump Creek and applies to build a post office.
1905	The Edmonton, Yukon and Pacific Railway surveys the area and begins construction.
1906	The two buildings making up the town site of Dog Rump Creek, the Miller Bros. store and Oppertshauser Hardware Store are moved five kilometres to the corner of 50 Street and 51 Avenue to be closer to the train tracks that have arrived in the area.
1908	Stony Plain is incorporated as a town, forgoing its previous name of Dog Rump Creek.
1910	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.
1925	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.
1989	Stony Plain merges its heritage character and artistic environment in a pilot project to draw visitors by establishing 16 murals depicting historical and contemporary scenes of the town.
2008	Stony Plain celebrates its centennial year.
2016	Barth and Gosset Manor is constructed and becomes Stony Plain's first six-storey building.

2.2. Population Growth and Housing

Past Trends

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

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 remaining housing stock included 18.3% low rise apartments (five or less stories), and 10.3% semi-detached homes. The remaining housing stock included a mix of mobile homes, duplex apartments, row houses and other forms of semi-detached housing.

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

Figure 2.   Housing statistics in Stony Plain (Housing density based on 2015 analysis of the 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% in a low-growth scenario and 4.7% in a high-growth scenario.

Scenario	2014	2044	Average Annual Change (2014 - 2044)
Low-Growth	16,700	32,200	3.1%
High-Growth	16,700	40,000	4.7%

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

Municipal Population Forecasts

Recent municipal population estimates were used to identify potential housing needs in the OTCP area and are indicated in Table 2: Population Growth Forecasts.

Scenario	2017	2027	2037	Avg Annual Change (2017-2037)
Low-Growth	17,534	19,699	21,541	1.0%
Medium-Growth	17,534	20,476	23,971	1.6%
High-Growth	17,534	21,353	26,845	2.2%

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 municipal population forecasts conducted in 2017, which include more modest growth rates and more up-to-date census figures. 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.

Scenario	2017	2019	2024	2029	2034	Average Annual Change (2017-2037)
Low-Growth	17,534	17,885	18,779	19,718	20,704	1.0%
High-Growth	17,534	18,305	20,319	22,554	25,035	2.2%

Table 3 Planned Future Growth Estimate extracted from the 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% infill target over the next 15 years, the OTCP area must accommodate additional units to house between 475 and 1,125 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 in the Edmonton Metropolitan Region. The town's proximity and 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 concentration of amenities and businesses for residents living west of the town.

Driver Industries

Future driver industries for employment were identified in the 2017 population forecasts. 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.

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

Table 4 Stony Plain Driver Industry Forecast extracted from Town of Stony Plain Population and Employment Forecast, September 21, 2018.

Support Industries

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.

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.

Support Employment	2017	2027	2037	Net Job Growth (2018-2037)
Retail trade	527	654	802	275
Public Administration	399	471	556	157
Educational Services	630	698	776	146
Other (except public administration)	420	484	559	139
Accommodation and Food Services	227	289	360	133
Utilities	232	284	346	114
Health Care and Social Assistance	631	672	719	88
All other industries	396	671	993	597
Total	3,462	4,223	5,111	1,649

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

Old Town Sectors and Services

Businesses in the OTCP area are a mix of food establishments, services and retail establishments, including specialty clothing, antiques, 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 that 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.
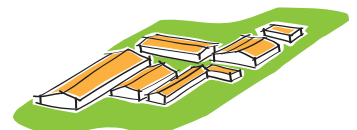
2.4. Parks and Open Spaces

The OTCP area has over 115 hectares (284 acres) of green space in the form of public parks and recreation spaces 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 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

Range Road 11

Hwy 16A

St.Andrews

Rotary Park

Heritage Park

Ecole Meridian
Heights School

50th St

Stony Plain
and Parkland
Pioneer Museum

44 Ave

RCMP

Meridian
Heights

45 St

44 Ave

Freson
Bros

45 Ave

45 Ave

CN Rail Line

49 Avenue

50 Ave

Folkstone Place

Co-op

Brown St.

Town
Offices

Stony Plain
Library

50 Ave

Forest Green

51 Ave

Oatway Dr

45 St

52 Ave

51 St

Main Street

49 St

Hwy 779

Whispering Waters Creek

53 Ave

SML Academy

54 Ave

Glenn Hall
Arena

Multicultural
Heritage
Centre

54 Ave

Lions
Playground

Forest Green
School

55 Ave

Woodlands

55 Ave

PERCS
Building

Southridge

Stony Plain
Central
School

47 St

46 St

45 St

Good Samaritan
Society

56 Ave

57 Ave

John Paul II
Catholic School

Heritage Estates

The Glens

400m

Legend

▢ Old Town Community Plan Boundary

⬭ Natural Area on Private Land

▰ Key Building

— Trail

■ Public Park

⬮ Water body

■ Private Park

■ School/Educational Land

2.5. Transportation and Parking
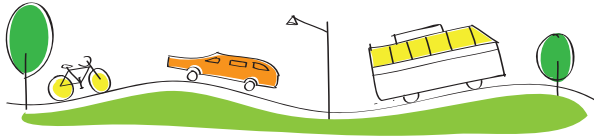
Roadways

The Town's *Transportation Classification Plan* organizes the transportation network within the OTCP area 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 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, wheel or cycle for recreation or commuting.

The existing active transportation network is mostly aligned with the roadway functional classifications. The existing collector class roadways in the OTCP area do not address active transportation needs, with only a few having adjacent trails and none incorporating cycling lanes. 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 only have sidewalks on one side 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 spaces exist along most roadways within the OTCP area. In addition, a large number of off-street surface parking lots also exist within the 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
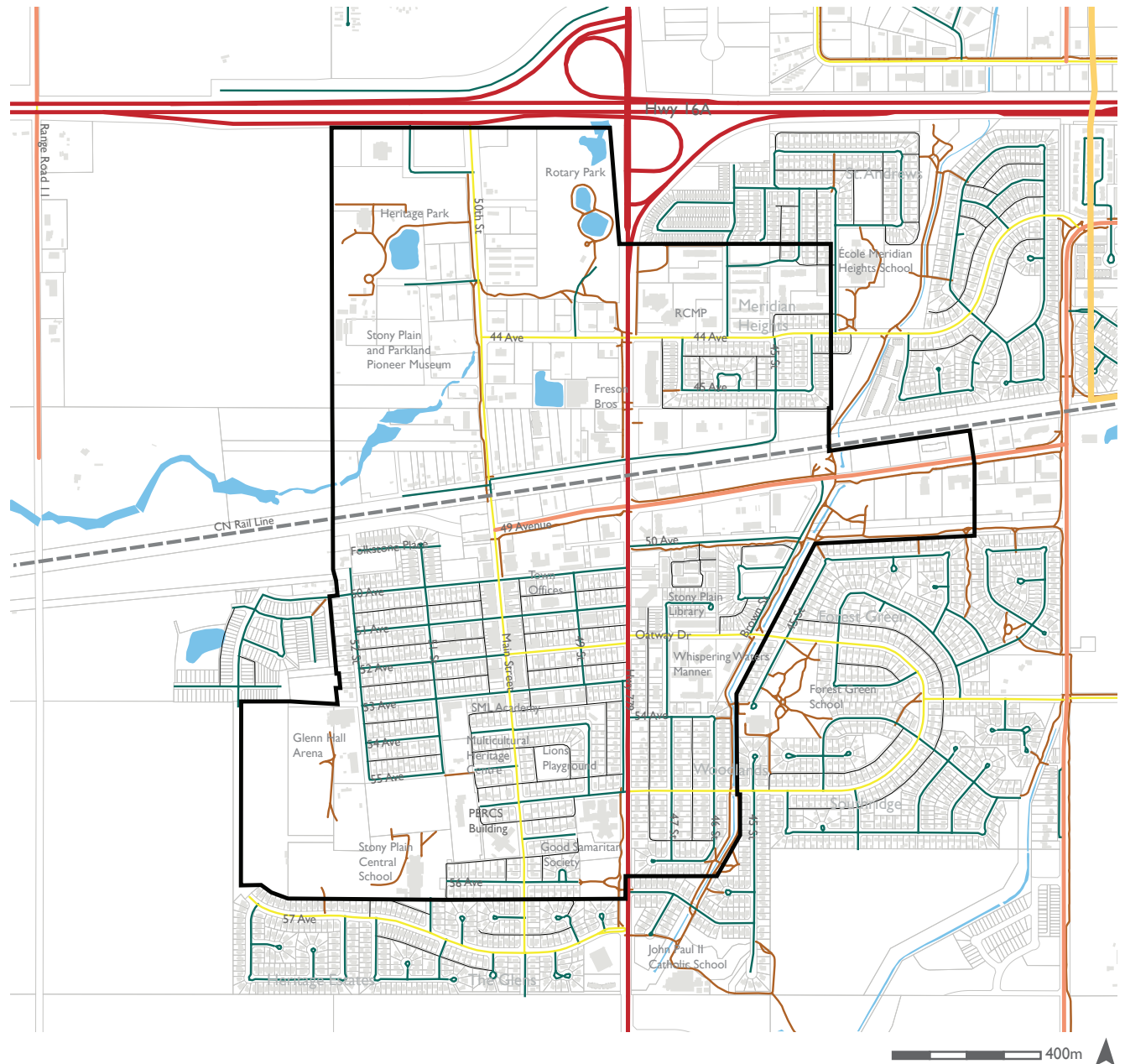
Legend

☐ Old Town Community Plan Boundary

--- Alley

--- CN Rail Line

— Provincial Highway

— Arterial Road

— Collector Road

— Local Road

— Trail

🌊 Water body

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. This map shows much of the area is serviced; however, several key locations have yet 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 2008 Master Plan indicated that the wastewater system in the OTCP area can currently support the existing service demand 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.

With regards to the wastewater system, the Draft Water and Sanitary Master Plan Update identifies the need to upsize the central trunk line between 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 and 25 years. Without further assessment, including ground-truthing the physical condition of the infrastructure, it is difficult to provide a more detailed assessment.

Map 4 **Existing Water and Wastewater Networks**

Hwy 16A

Range Road 111

Rotary Park

Heritage Park

50th St

Stony Plain
and Parkland
Pioneer Museum

44 Ave

St Andrews

École Meridian
Heights School

RCMP

Meridian
Heights

44 Ave

45 St

45 Ave

Freson
Bros

CN Rail Line

49 Avenue

49 St

Folkstone Place

50 Ave

50 Ave

Brown St

45 St

Forest Green

Town
Offices

51 Ave

Main Street

51 St

Hwy 779

Oatway Dr
Whispering Waters
Manor

Forest Green
School

52 Ave

53 Ave

SML Academy

54 Ave

Woodlands

54 St

Glenn Hall
Arena

54 Ave

Lions
Playground

45 St

Southridge

55 Ave

PERCS
Building

Good Samaritan
Society

47 St

46 St

Stony Plain
Central
School

56 Ave

57 Ave

Heritage Estates

The Glens

John Paul II
Catholic School

400m

Legend

☐ Old Town Community Plan Boundary

--- Railway Line

— Existing Water Line

◣ Water body

— Existing Wastewater Line

◣ Stormwater Management Pond

GSA
Green Space Alliance
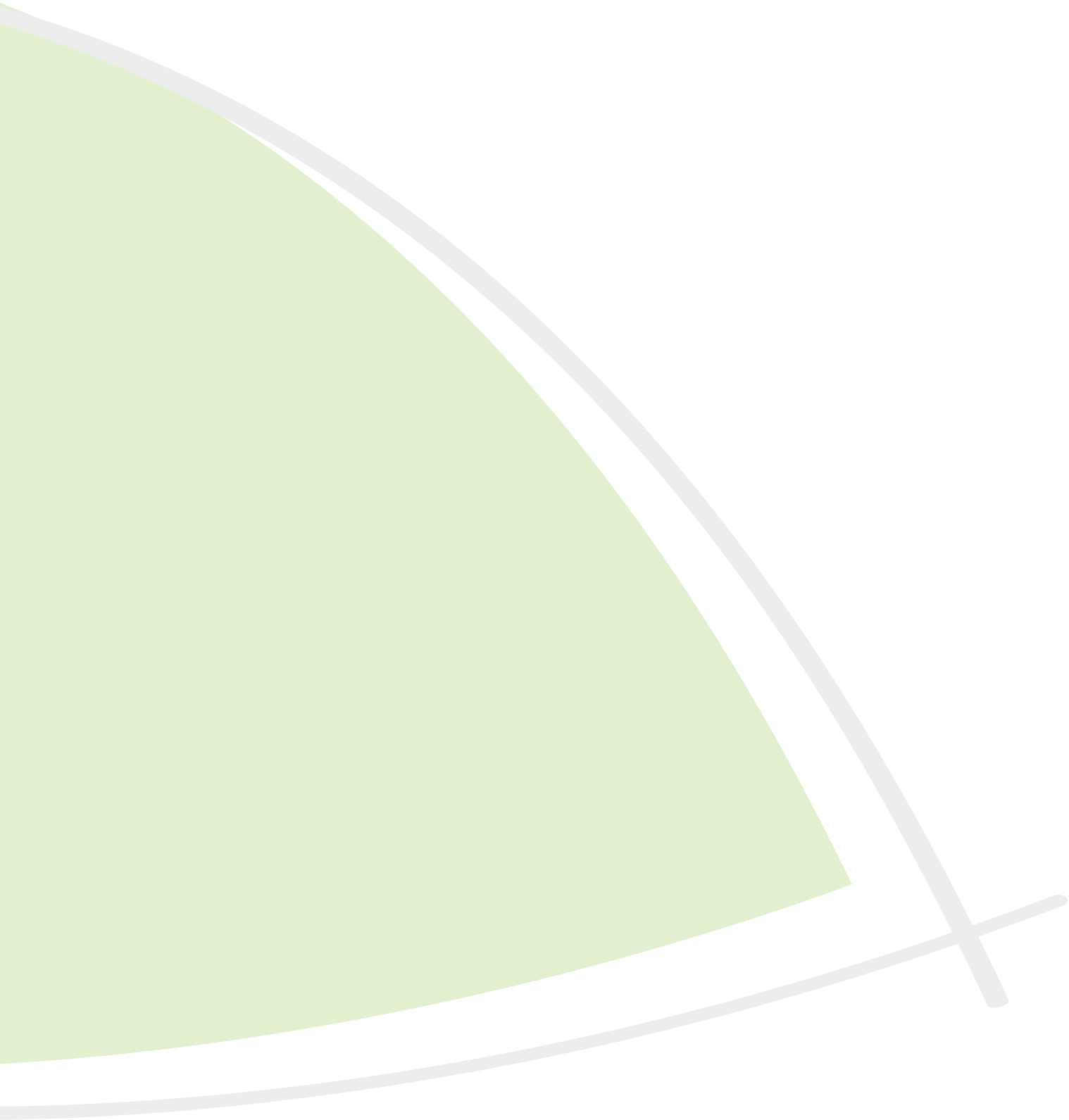
3 Existing Statutory Framework

3.1. Municipal Government Act

The OTCP has been prepared in accordance with the requirements of the Municipal Government Act (MGA). Section 634 enables a municipal council to adopt an area redevelopment plan (ARP) to provide a framework for new development in an existing area. Section 635 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*.

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."
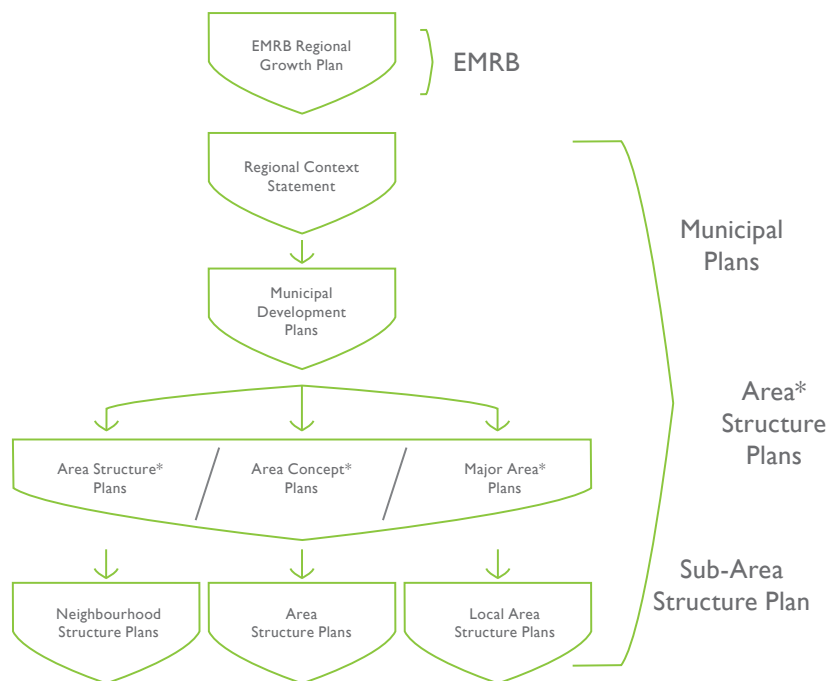
Figure 3. *EMRB Policy guidance on statutory plans and implementation of the EMRB's Growth Plan objectives. Plans marked with an asterisk (*) must conform to the Growth Plan Minimum greenfield density.*

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* identifies aspirational urban and sub-regional centres density targets which, for 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 meet 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

Prior to final adoption, the OTCP will require EMRB approval through the *Regional Evaluation Framework (REF)*. The *REF* process 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* 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 Not withstanding 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 Plai*n (MDP) outlines the vision of Council, citizens and key stakeholders for the long-term development and sustainability of the community.

The MDP identifies five 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 in Figure 4 Areas of Transition. The MDP identifies areas relevant to the OTCP as being either part of one of two categories:

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.

Areas of Transition

Areas of Transition are areas where change may occur over the lifespan of the MDP. 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.

Legend
- ☐ OTCP Boundary
- ☐ Old Town
- ☐ Old Town North
- ☐ Highway 779 Corridor
- — Major Road
- — Minor Road
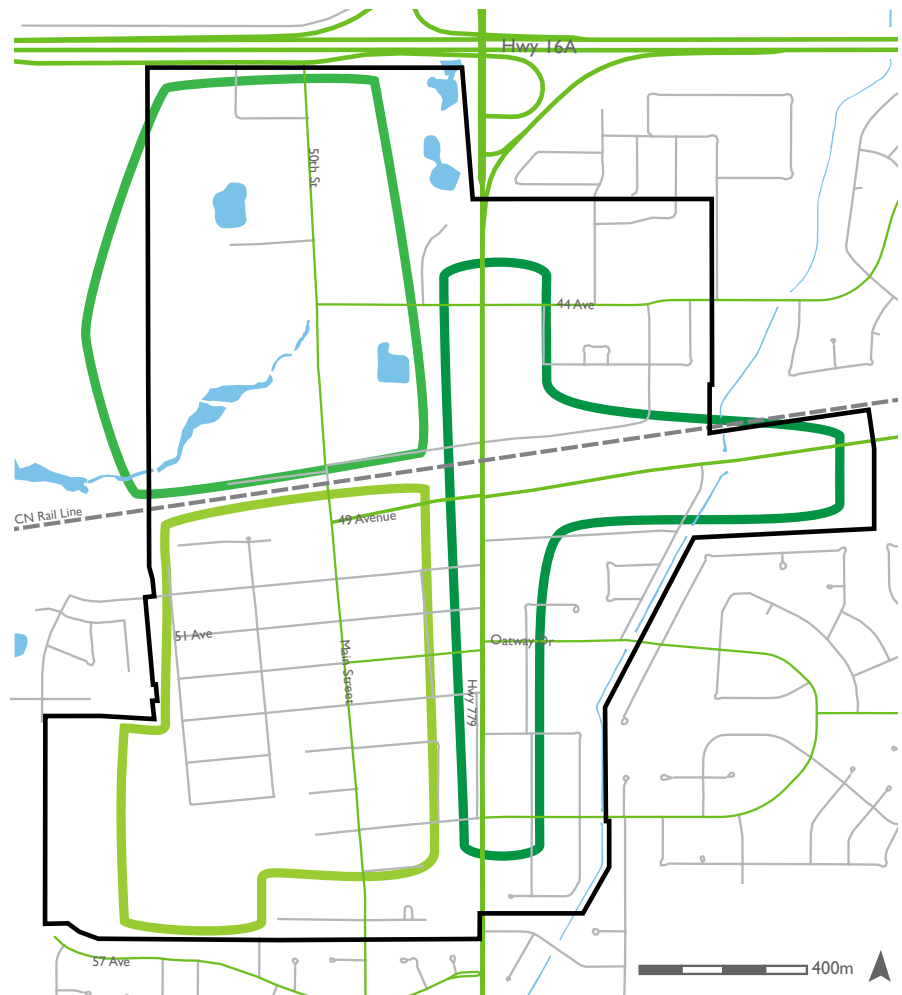
Figure 4.   Areas of Transition. Excerpt from Uniquely Stony Plain: Municipal Development Plan

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 Stony Plain 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 calibre 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.

3.5. 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.

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

Map 5 Land Use Districts
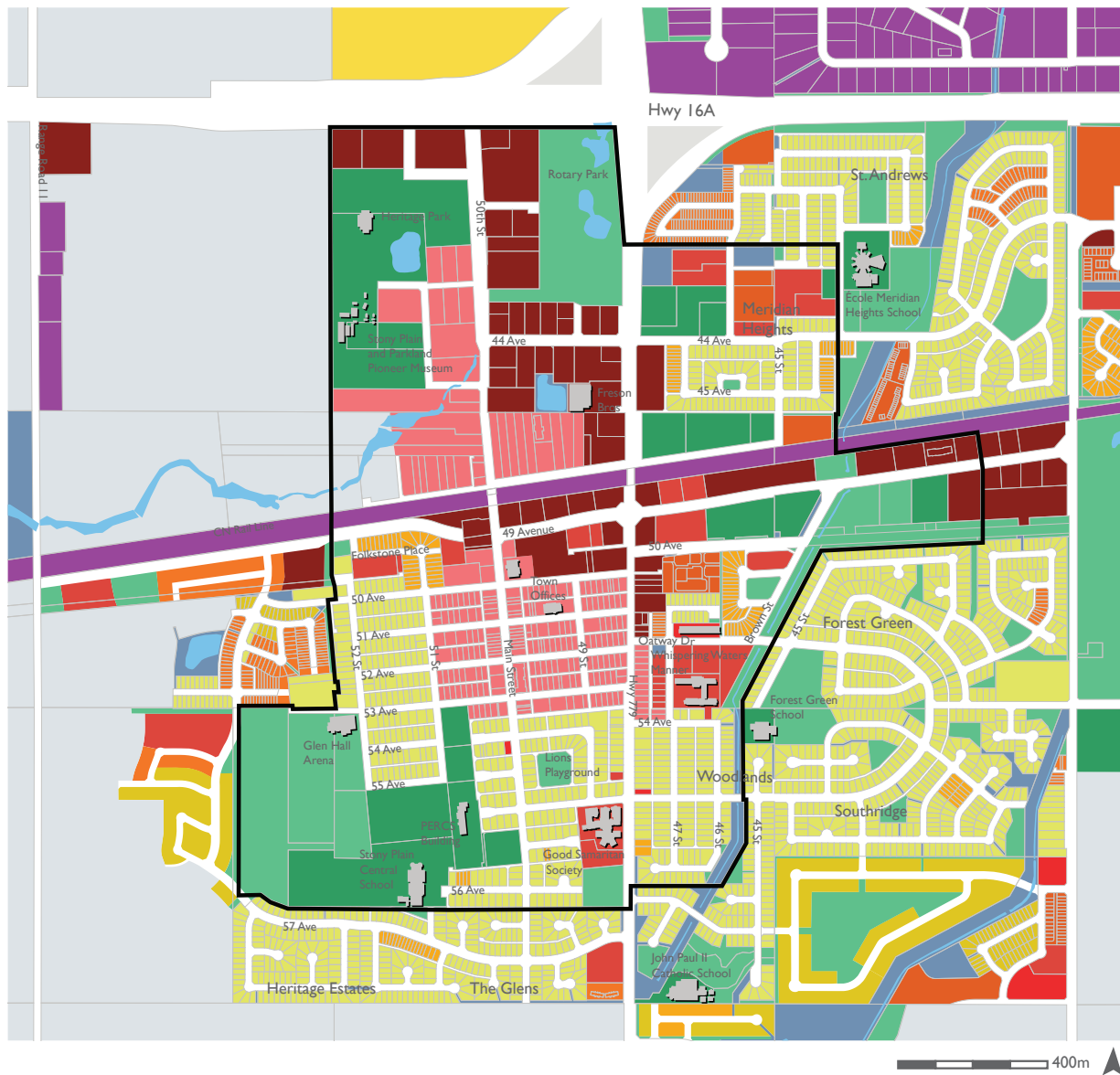
Old Town Community Plan

Hwy 16A

Rotary Park

Heritage Park

St. Andrews

Stony Plain and Parkland Pioneer Museum

École Meridian Heights School

Meridian Heights

44 Ave

44 Ave

45 St

45 Ave

Frezon Brae

49 Avenue

50 Ave

Folkstone Place

Town Offices

50 Ave

51 Ave

52 Ave

52 St

53 Ave

Oatway Dr

Whispering Waters Campus

Forest Green

Brown St

45 St

Forest Green School

Glen Hall Arena

54 Ave

Main Street

49 St

54 Ave

Lions Playground

Woodlands

Southridge

55 Ave

PERCO Building

Stony Plain Central School

56 Ave

Good Samaritan Society

Hwy 779

47 St

46 St

45 St

57 Ave

Heritage Estates

The Glens

John Paul II Catholic School

400m

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

GSA
Green Space Alliance

3.6. Existing Plans, Policies and Strategies

The Town's MDP outlines five themes that establish the area'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 multi-unit residential properties (implemented); and
- Market and promote opportunities for small and medium-sized businesses, including professional services and destination retail.

The priorities align 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.

The recommendations to promote destination retail, dining, arts and culture businesses are of particular interest to the OTCP.

- 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 term 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 the *Corporate Plan* is to provide next steps for key multi-year strategic priorities like:

- Downtown Redevelopment;
- Signage Strategy;
- Community Recreation Centre;
- Cemetery; and
- Mayor's Task Force on Community and Citizen Engagement.

It also identifies a number of new projects to 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 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 "a culturally vibrant downtown" as one of its goals. There are several actions in the *Cultural Master Plan* that relate to the OTCP area including:

- 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 a framework with high-level design objectives to guide urban design within the town.

These goals are guided by five urban design concepts, some of which are relevant to the OTCP area, including:

- Create unique nodes: Each residential neighbourhood, 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 included in the design of new or existing projects.
- Enhance safety and accessibility: The town values respect and integrity among its core values, and endeavours 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 has been established and maintained, and it is important that new and infill development recognizes and compliments these 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 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.

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 alongside the creation of the OTCP. Phase 2 calls for the creation of a town square in the areas adjacent to Main Street. Finally, it identifies future phases where the streets intersecting 50 Street might receive enhancements.

Legend

Phase 1 Main Street Streetscape

Phase 2 Town Square

Future Phases

Figure 5. Mainstreet Streetscape Plan Phasing from the Main Street Streetscape Plan (2012).

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 indoor recreational uses to support the ongoing population growth of the 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 Memorial 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 recently cleared site is approximately 2 km from Highway 16A and is well-served by parking. In addition, the former school building has been demolished and the site cleared.

Both facilities fall within the Recreation and Cultural Campus and the area is being studied concurrently to the creation of the OTCP 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 identifies a unified vision for future transit service in the partner municipalities.

The *Transit Plan* identifies several options for future transit service delivery within the OTCP area. This includes a key "Connection Point," a neighbourhood route as well as two local routes connecting Stony Plain to Spruce Grove.

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 a unified and lasting direction. Many of the strategies focus on building-level actions meant to reduce water and energy consumption of new buildings in Stony Plain 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
- Implement Low Impact Development (LID) features.

Trails Master Plan (and Evaluation and Update)

The *Trails Master Plan* (2005) 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.

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

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

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 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 bikes 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 downtown;
- Encouraging public art to be included in parks and open spaces; 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 master plan for the Recreation and Cultural Campus character area of the OTCP area.

4 Stakeholder Consultation

4.1.   Approach to Stakeholder Consultation
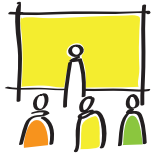
Section 692 of the *MGA* specifies that property owners and the general public, particularly those who might be directly affected by a statutory plan, must be notified and consulted prior to adoption of the plan. A comprehensive stakeholder consultation program was an integral part of developing the 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; these events are summarized below.

A more detailed description of the findings from the community and stakeholder consultation process can be found within the separate *Old Town Community Plan Phase I Summary Report*.

Project Launch Event

The OTCP project team hosted a 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 generated interest 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 why residents use different character areas and identified key challenges in the area.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) was comprised 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's stakeholder engagement.

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 presented information related to the project through pop-up booths at events throughout the summer of 2018. This included Stony Plain's Arbour Day celebration and the Summer Sessions in Shikaoi Park.

Statutory Public Hearing

A Public Hearing was held on September 9, 2019 as part of the bylaw approval process. This provided an opportunity for residents to discuss the final proposed plan and seek clarification or changes prior to final approval of the bylaw.

March, 2018	**Project Launch Event & Citizen Survey**
May, 2018	**Technical Advisory Committee Advisory Working Group Meeting & Public Open House #1**
May, 2018	**Pop-Up Engagement - Arbour Day**
July, 2018	**Pop Up Engagement - Summer Sessions**
October, 2018	**Technical Advisory Committee Advisory Working Group Meeting & Public Open House #2**
May, 2019	**Open House #3**
June, 2019	**First Reading**

Figure 6.   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

Business Hours of Operation	• Survey respondents indicated that business hours in the Old Town area and along Main Street were too limited.
Lack of access to Recreation and Cultural Campus	• Access to the recreational, cultural and institutional uses is limited from both Main Street and Highway 779. • Traffic generated at certain times of day and year is considered a nuisance for residents.
Lack of definition for "Downtown"	• Stony Plain's "Downtown" is not well defined by a unified brand, design, signage system or name.
Separation of Heritage Park from rest of Town	• Heritage Park's location and design separates it from the rest of the study area.
Connectivity over the CN Rail tracks	• Residents have raised several concerns related to CN Rail trains crossing and blocking all the access points north and south through town.
Good urban form "bones"	• Buildings along Main Street are still very pedestrian-oriented providing a distinct sense of place compared to other parts of Old Town.
Trail connections and active transportation support in Old Town	• There are currently limited connections between the broader trail system and the areas surrounding Main Street.
Collector road standards are not bicycle supportive	• 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.
Lack of local event space	• 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.

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.

Big Ideas

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.

Pedestrianize Main Street

- 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.

Rebrand the "Old Town"

- 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.

Establish a new connection over the CN Rail tracks

- 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.

Establish a new connection into the Recreation and Cultural Campus

- 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 to no supportive signage.

Phase I Consultation: Key Themes

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.

1. Connection between Heritage Park and Parkland Gateway ASP

2. Expand open event space

3. Highway commercial development

4. Connection between Heritage Park and Recreation and Cultural Campus

5. Intersection improvements

6. Extension of Main Street commercial

7. Establish a new connection under or over the CN railway line at Range Road 11

8. More pedestrian-oriented or pedestrian-friendly spaces on Main Street and expanding east

9. Need more local event space near Main Street

10. Low-scale redevelopment of mature areas

11. Rear Parking for Business Owners and Staff

12. Main Street Bike Parking

13. Main Street Gateway Markers or wayfinding to Main Street

14. Town of Stony Plain Gateway features and wayfinding

15. Upgrade roads to municipal standard

16. Greater orientation to Highway 779 and aesthetic improvements

17. Main Street and Main Street East moving towards higher density

18. Multicultural Centre is open to changes to PERC building

19. West orientation of new developments in the Recreation and Cultural Campus

20. Local Improvements to park space

21. Improvements to central collector roads to support active transportation

22. Maintain character of existing area with intensification through low-scale infill development

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

4.3. Old Town Character Areas

Distinct Character Areas were established based on an initial urban design analysis. This analysis included identifying areas that were developed with similar lot and block structures, contained similar building typologies or land uses or were delineated by substantial roads or natural features. This analysis identified six distinct Character Areas as shown 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

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

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

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

Existing stable residential communities within the OTCP area that are a variety of ages and were developed in a mix of development styles.
Key Features

- Primarily residential areas
- Contains a variety of amenities including places of worship and parks

Map 6 Old Town Community Plan Character Areas

Hwy 16A

Range Road 11

50th St

44 Ave

44 Ave

45 Ave

45 St

45 Ave

CN Rail Line

Folkstone Place

49 Avenue

50 Ave

50 Ave

51 Ave

Main Street

49 St

Ottway Dr

Brown St

45 St

52 Ave

52 Ave

53 Ave

54 Ave

Hwy 779

54 Ave

54 Ave

55 Ave

47 St

46 St

45 St

56 Ave

57 Ave

400m
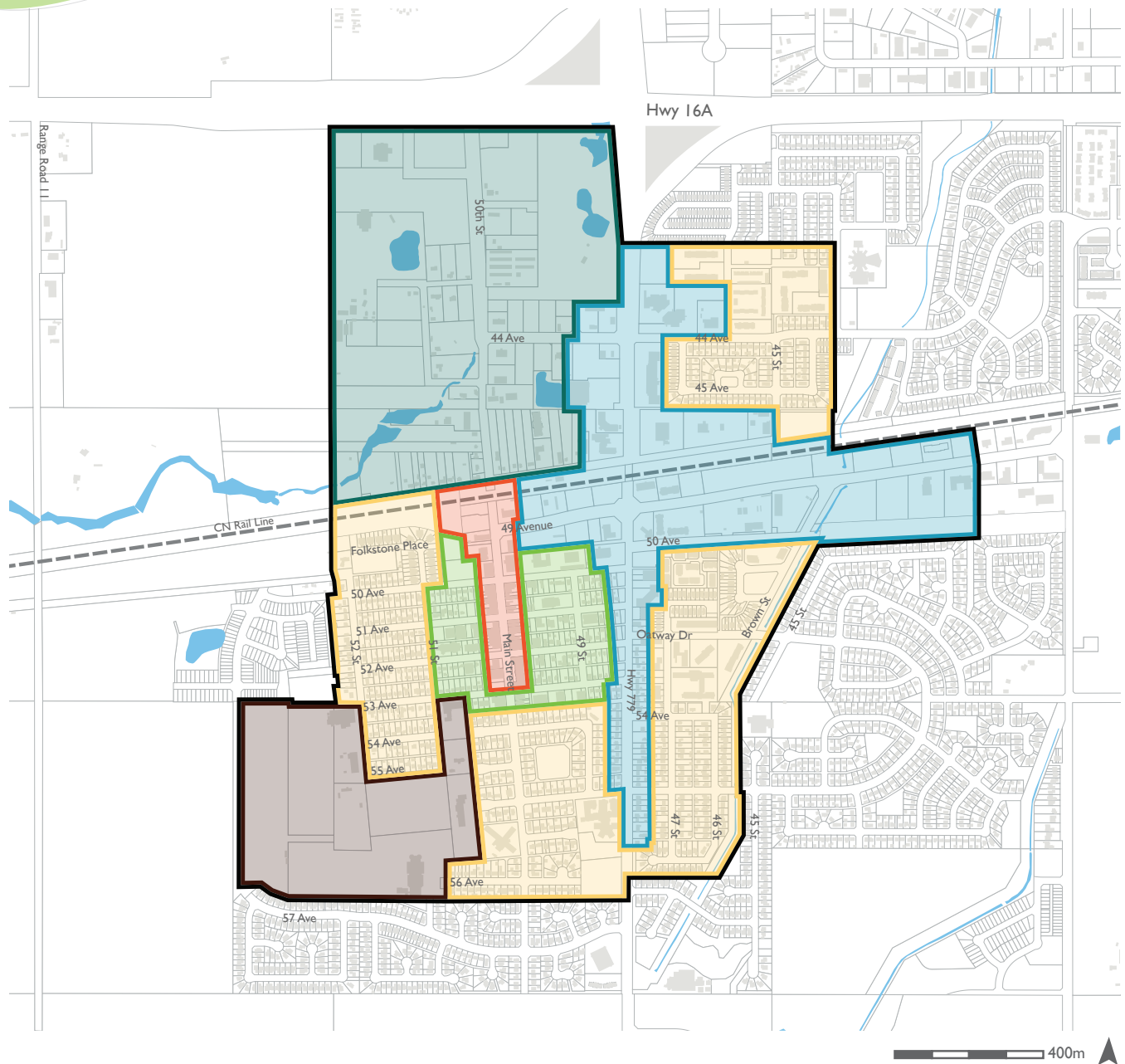
Legend

☐ Old Town Community Plan Boundary ☐ Mature Residential Areas

☐ Main Street

☐ Town Core Area

☐ Old Town North

☐ Highway Commercial Corridor

☐ Recreation and Cultural Campus

GSA
Green Space Alliance

5 Vision and Guiding Principles

5.1. Guiding Principles
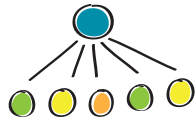
The following guiding principles were derived through stakeholder consultation and helped to direct the OTCP realization of the OTCP vision.

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 design that contributes to public health and aging-in-place

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

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 communities developing 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 commercial spaces in the OTCP area 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 the OTCP area home.
- Be supported by ongoing and well-planned infrastructure investment that fosters mobility within and into the surrounding communities.
- Meet the 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.

A cohesive community vision can be achieved 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 contribute to the OTCP vision through pursuing residential, commercial, business and tourism developments.

6 Development Concept

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

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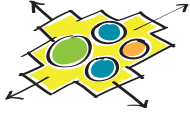
The future development concept for the OTCP area is identified in Map 7 Future Development Concept. A number of public and private realm initiatives are illustrated in the development concept. The collaboration of various aspects incorporated within the development concept help to fulfil the OTCP vision.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

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

Map 7 ⟩ **Future Development Concept**
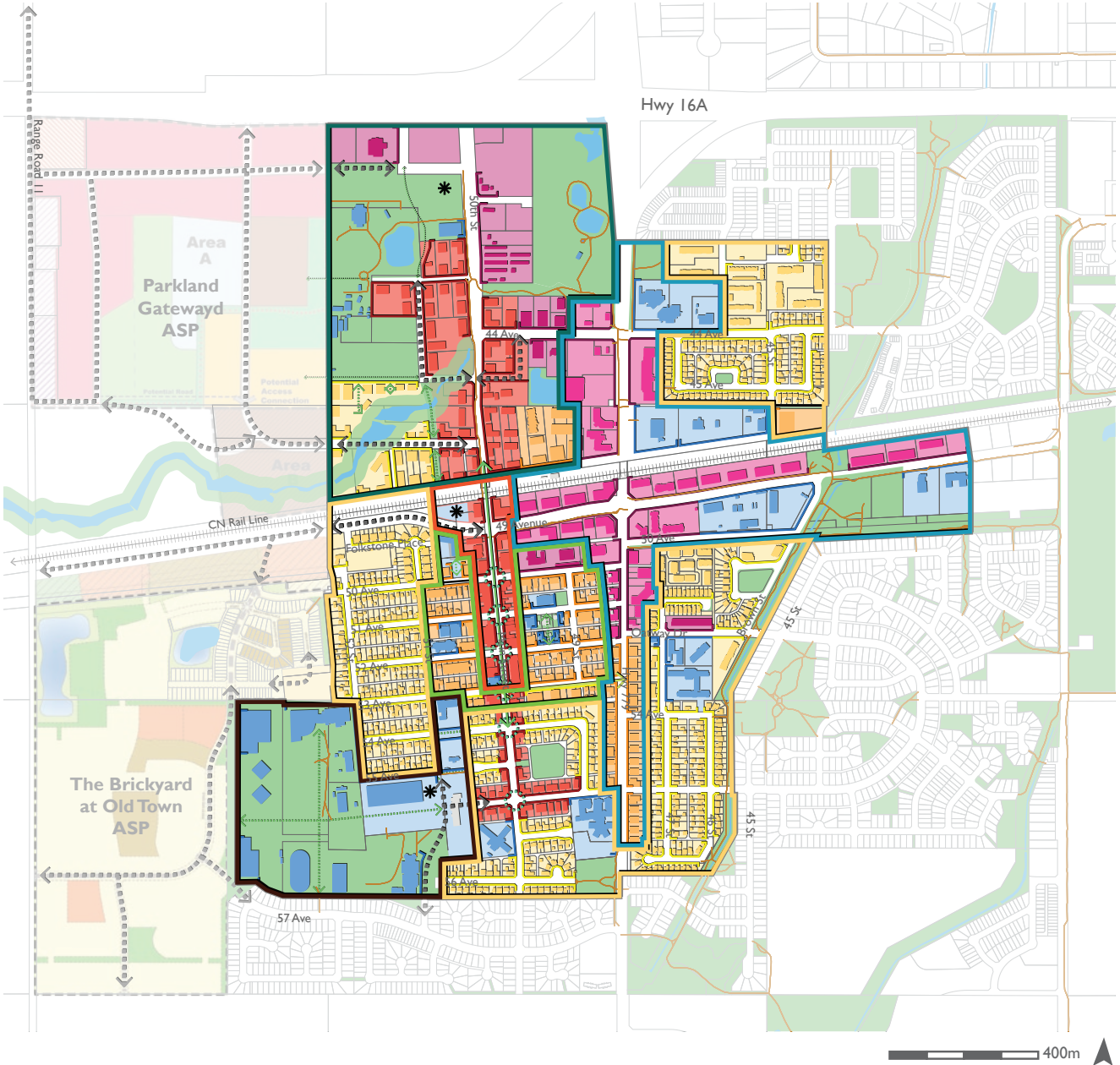
Hwy 16A

Range Road II

Area A
Parkland Gatewayd ASP

50th St

44 Ave

CN Rail Line

Folkstone Place

42 Avenue

The Brickyard at Old Town ASP

45 St

56 Ave

57 Ave

400m

Legend

▢ Main Street Area	▮ Commercial Mixed-Use	← Primary Public Realm Improvement
▢ Town Core Area	▮ Commercial	⟵ Mid-block Pedestrian Connection/Trail
▢ Old Town North	▮ Institutional	← New Street
▢ Recreation and Cultural Campus	▮ Residential	◌ Key Nodes
▢ Highway Commercial Corridor	▮ Residential Mixed-Use	✳ Transportation Hub
▢ Mature Residential Areas	▮ Open Space	

GSA
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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 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 Area Specific Land Use and Development
- Establishes policies related to preferred land use mix, landscaping addresses issues related to physical built form including height and character of buildings.

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

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

Servicing
- Establishes policies related to future servicing expectations for the OTCP area.

Social Infrastructure
- Establishes policies related to art, culture, events, celebration areas, public art expectations and support for 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.

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 in addition to the general land use and development policies. This will establish the development potential and preferred character of the proposed development, ensuring it is 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 and winter design should be considered to ensure the development meets other criteria necessary to achieve the OTCP vision.

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:

Street-oriented Mixed-Use

Stand-alone Residential Mid-Rise

Stand-alone Commercial Mid-Rise

High-quality Small-format Commercial

High-quality Large-Format Commercial

Public Parks

Community Facility

Low-scale Infill

Single Detached Housing

7.1. General Land Use and Built Form Policies

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.
- Improve safety and provide a sense of security through the use of Crime Prevention Through Environmental Design (CPTED) principles.

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 the 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 commercial area.

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.

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 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 experience at the street level.

Map 8 — Future Land Use Concept
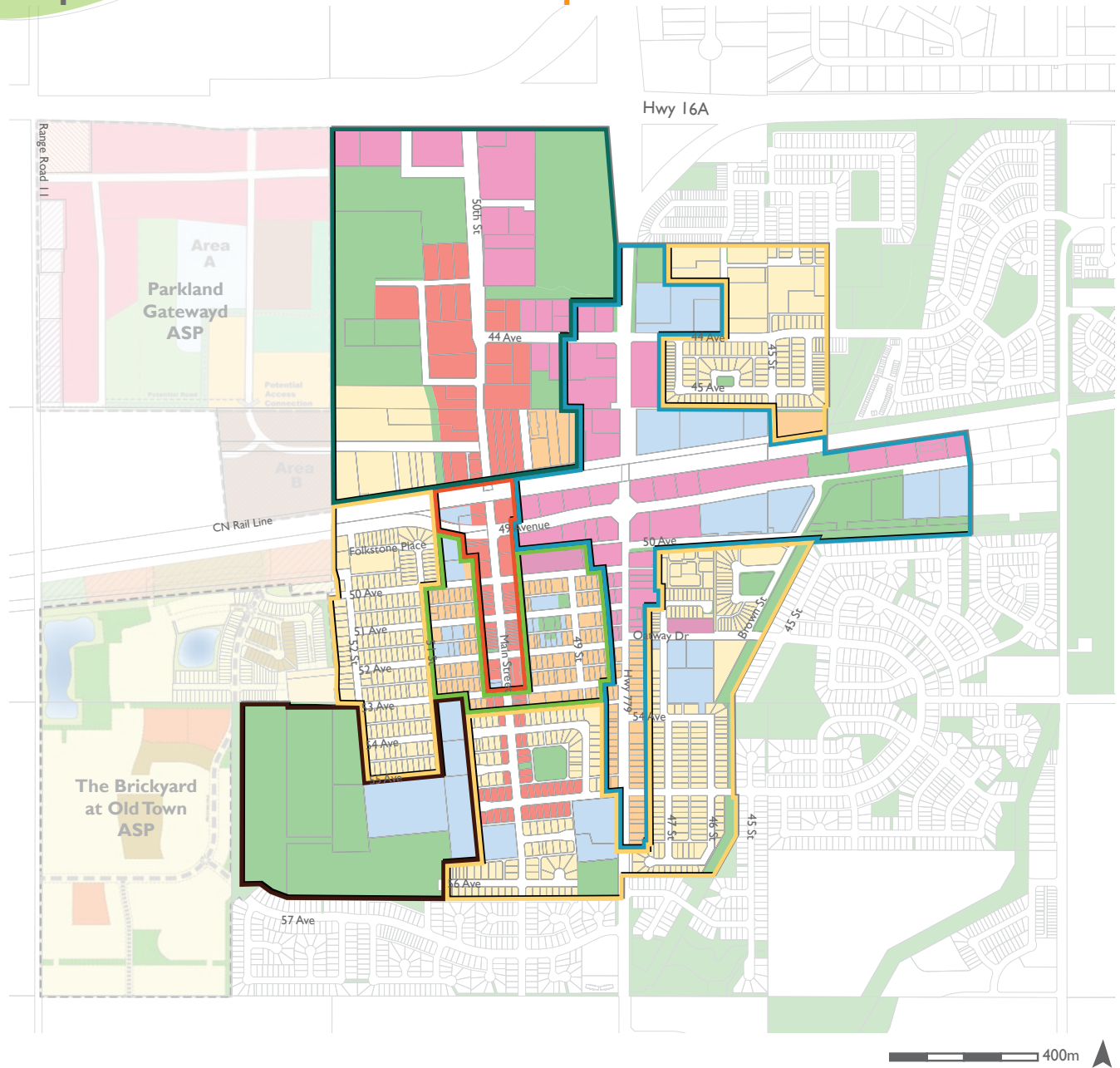
Labels on map:
- Hwy 16A
- Range Road 11
- Area A — Parkland Gatewayd ASP
- Potential Road
- Potential Access Connection
- Area B
- CN Rail Line
- The Brickyard at Old Town ASP
- 50th St
- 44 Ave
- 44 Ave
- 45 Ave
- 45 St
- 49 Avenue
- Folkstone Place
- 50 Ave
- 50 Ave
- 51 Ave
- 52 St
- 52 Ave
- Main Street
- 49 St
- Ottway Dr
- Brown St
- 45 St
- 53 Ave
- 54 Ave
- Hwy 779
- 54 Ave
- 47 St
- 46 St
- 45 St
- 56 Ave
- 57 Ave

400m

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

GSA — Green Space Alliance

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.

Crime Prevention Through Environmental Design (CPTED)

7.1.7.   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 neighbourhoods;

b.   Improved access controls to public and private sites;

c.   Improved wayfinding;

d.   An improved sense of pedestrian safety through natural surveillance; and

e.   Reducing accidents in multi-modal corridors.

Built Form Policies
Height

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

7.1.9.   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.

	Character Area	Desired Height
a.	Old Town North	1 – 4 Storeys
b.	Main Street	2 – 4 Storeys
c.	Town Core	2 – 4 Storeys
d.	Mature Residential	1 – 2 Storeys 2 – 4 Storeys for medium and high-density residential and institutional sites
e.	Recreation and Cultural Campus	1 – 4 Storeys
f.	Highway Commercial	1 – 4 Storeys

7.1.10. The following criteria may be included when considering approval of a new development exceeding 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
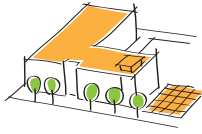
Objectives

- 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 unserviced sites to the existing municipal utility network.
- Strengthen connections between major destinations within Old Town North and surrounding areas.

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.

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.

Figure 7.   Conceptual illustration of the proposed public park and green corridor.

Map 9 • Old Town North Character Area

Hwy 16A

51 St

41 Ave

43 Ave

44 Ave

50 St

Hwy 779

CN Rail Line

49 Ave

Legend

- ☐ Character Area Boundary
- 🟧 Residential Mixed-Use
- 🟨 Residential
- 🟥 Commercial Mixed-Use
- 🟪 Commercial
- 🟩 Open Space

- ⊐ Residential Mixed-Use Frontage
- ⊐ Commercial Mixed-Use Frontage
- ⊐ Commercial Frontage
- ⊐ Residential Frontage
- ← New Street
- ← New Trail

- — Trail
- ✳ Secondary Transportation hub
- ✳ Secondary Gateway

200m

GSA
Green Space Alliance

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 to be better integrated with their surroundings.

7.2.8.   Large sites in Old Town North may be subdivided to provide finer grain lots and properties 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 maximize water uptake on site.

7.3. Main Street Character Area

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 long-term residential and commercial intensification of development along Main Street in a manner that is compatible with the character of the area.
- Provide an appropriate transition from Main Street to surrounding neighbourhoods.
- Encourage and support a healthy and vibrant Main Street business environment.

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.

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.

Figure 8.   Conceptual illustration of Main Street redevelopment.

Map 10 Main Street Character Area

49 Ave

Main St

Folkstone Pl

50 Ave

50 Ave

51 Ave

51 Ave

51 St

52 St

52 Ave

52 Ave

53 Ave

53 Ave

54 Ave

49 St

Hwy 779

Legend

☐ Character Area Boundary

🟥 Commercial Mixed-Use

🟩 Open Space

🟦 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

200m

GSA
Green Space Alliance

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 to provide visual interest and maintain the feel of smaller retail bays in the area.

Setbacks and Building Orientation

7.3.10.   New developments along Main Street will provide zero metre (0 m) front and side setbacks 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 to enhance the pedestrian experience.

7.3.12.   New developments at south facing corner lots along Main Street will provide a 2.0m setback 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 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 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.

7.4.   Town Core Character Area

Objectives

- Allow opportunities for higher density developments and a greater mix of housing types to occur throughout the Town Core area.
- Promote the conversion of older, detached residential buildings into commercial spaces to host unique local shops and businesses.
- Support existing and future residents through the expansion, beautification and programming of community spaces.
- 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.

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.

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.

Figure 9.   Conceptual illustration of the proposed central town plaza.

Map 11   Town Core Character Area

Folkstone Pl

49 Ave

Main St

50 Ave

Hwy 779

49 St

50 Ave

51 Ave

51 Ave

51 St

52 Ave

52 Ave

53 Ave

53 Ave

54 Ave

54 Ave

Legend

☐ Character Area Boundary	☐ Institutional Frontage	▬ Trail	200m
☐ Institutional	☐ Residential Mixed-Use Frontage		
☐ Open Space	☐ Commercial		
☐ Residential Mixed-Use	☐ Commercial Mixed-Use Frontage		
☐ Commercial	← Secondary Public Realm Improvement		
☐ Commercial Mixed-Use	⋯ Mid-block Pedestrian Connection		

GSA
Green Space Alliance

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 requirements 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 of Stony Plain.

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 3.0 m 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 develop a partially hardscaped front setback to provide additional pedestrian amenity space.

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

Landscaping

7.4.12. New multi-dwelling or mixed-use developments will provide a mix of hard landscaping features (including but not limited to expanded sidewalks or 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 to promote a higher quality pedestrian experience.

7.5. Mature Residential Character Areas

Objectives

- Encourage residential uses as the primary use in the area.
- Improve the public realm.
- Promote redevelopment sites to be developed in a scale and character that 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 scale and character of existing buildings.
- Promote the retention of existing street trees.

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, subject to design criteria.

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.

A. Low-scale infill developments are allowed at corner lots.

B. Secondary suites create new units through quiet density.

Figure 10. Conceptual illustration of mature residential areas with low-scale infill developments.

Map 12 — Mature Residential Character Area
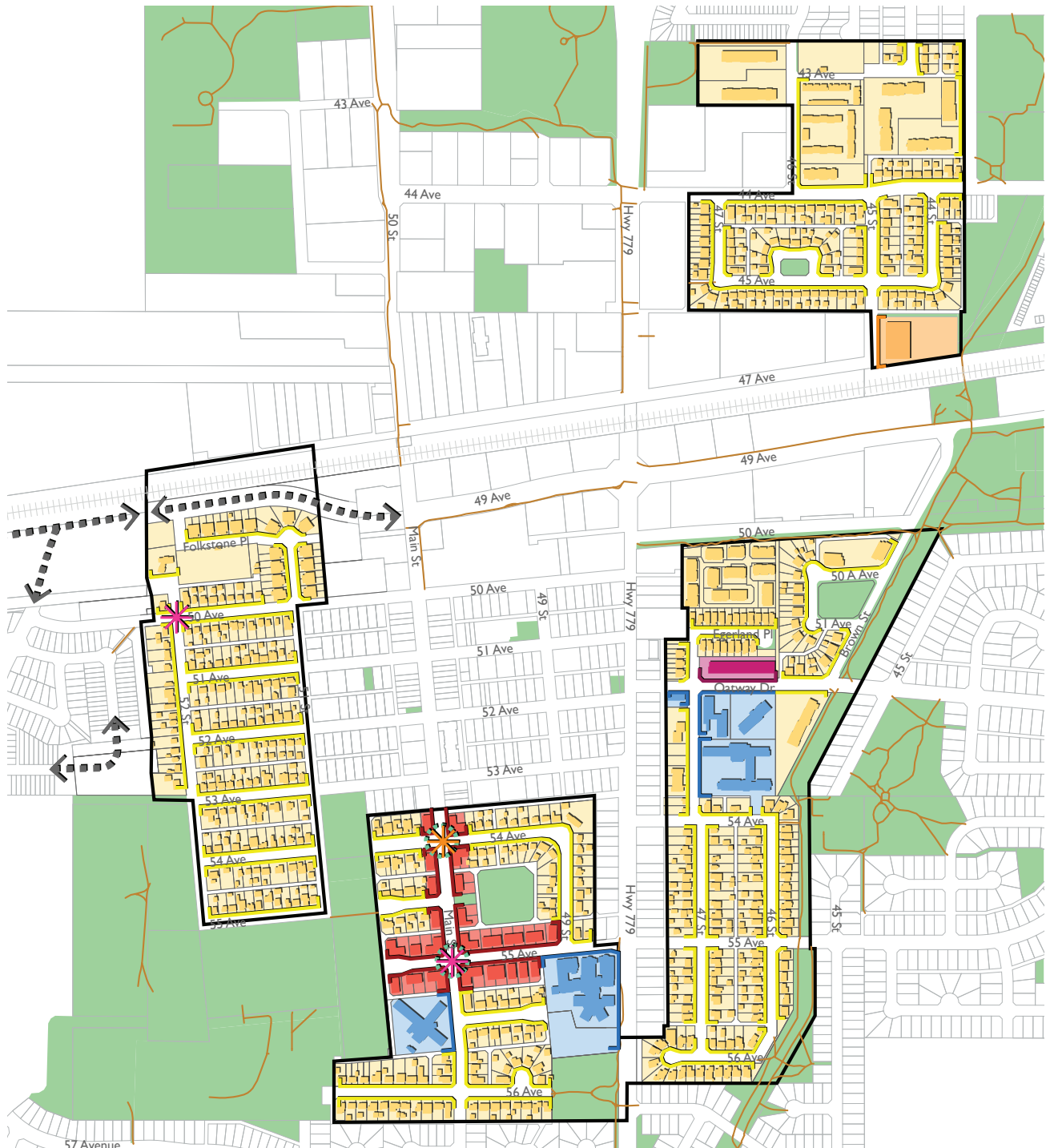
Legend

- Character Area Boundary
- Institutional
- Open Space
- Commercial
- Commercial Mixed-Use
- Residential
- Residential Mixed-Use
- Institutional Frontage
- Commercial Mixed-Use
- Commercial
- Residential
- New Street
- Key Node
- Primary Gateway
- Secondary Gateway
- Trail

300m

Map labels: 43 Ave, 44 Ave, 47 Ave, 49 Ave, 50 Ave, 51 Ave, 52 Ave, 53 Ave, 54 Ave, 55 Ave, 56 Ave, 57 Avenue, 43 A Ave, 44 St, 45 Ave, 45 St, 47 St, 49 St, 50 St, 50 A Ave, 51 Ave, 50 Ave, Main St, Hwy 779, Folkstone Pl, Egerland Pl, Oatway Dr, Brown St

GSA Green Space Alliance

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 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 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 Town will consider and encourage the following building typologies:

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 3.0 m 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

- 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.

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 be accessible through a network of collector roadways and active transportation options.

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 of Stony Plain and amended from time to time.

A. 55 Avenue is considered for extension to provide additional access to the area.

B. Accessible trails connect different parts of the campus. units through quiet density.

Figure 11. Conceptual illustration of the Recreation and Cultural Campus development.

Map 13   Recreation and Cultural Campus

52 St

51 St

52 Ave

53 Ave

54 Ave

55 Ave

57 Avenue

Legend

☐ Character Area Boundary

▢ Institutional

▢ Open Space

— Trail

⬸ New Street

⬸⋯ Pedestrian Connection/Trail

⊔ Institutional Frontage

✳ Secondary Transportation Hub

200m

GSA
Green Space Alliance

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, publicly accessible outdoor spaces to strengthen 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 and outdoor recreation facilities; and

    e. Winter recreation facilities.

Setbacks and Site Design

7.6.9. Ensure the integration of newly 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 12. Conceptual illustration of the pedestrian areas of the Recreation and Cultural Campus.

7.7. Highway Commercial Character 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 close proximity to Main Street.
- Minimize the risk to development sites adjacent to the CN Rail line.
- Encourage high-quality development of commercial sites along 49 Avenue.
- Ensure development along major transportation corridors incorporate access management and safety-oriented design principles.

The Highway Commercial area provides for a range of large lot uses with good visibility, 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 a high number of travellers using the thoroughfares in the area.

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.

A. Street-oriented developments enhance the look and feel of major corridors.

B. New developments provide access through the alley to improve the flow of traffic on Highway 779.

B. Higher density residential and commercial developments along Highway 779.

Figure 13. Conceptual illustration of redevelopment along Highway 779.

Map 14

Highway Commercial Character Area

43 Ave

43 Ave

44 Ave

50 St

Hwy 779

47 St

45 St

44 St

45 Ave

47 Ave

49 Ave

Main St

49 Ave

50 Ave

49 St

Hwy 779

51 Ave

51 St

52 Ave

53 Ave

54 Ave

Main St

49 St

Hwy 779

55 Ave

50 A Ave

51 Ave

Brown St

45 St

Egerland Pl

Oatway Dr

54 Ave

47 St

46 St

45 St

55 Ave

56 Ave

400m
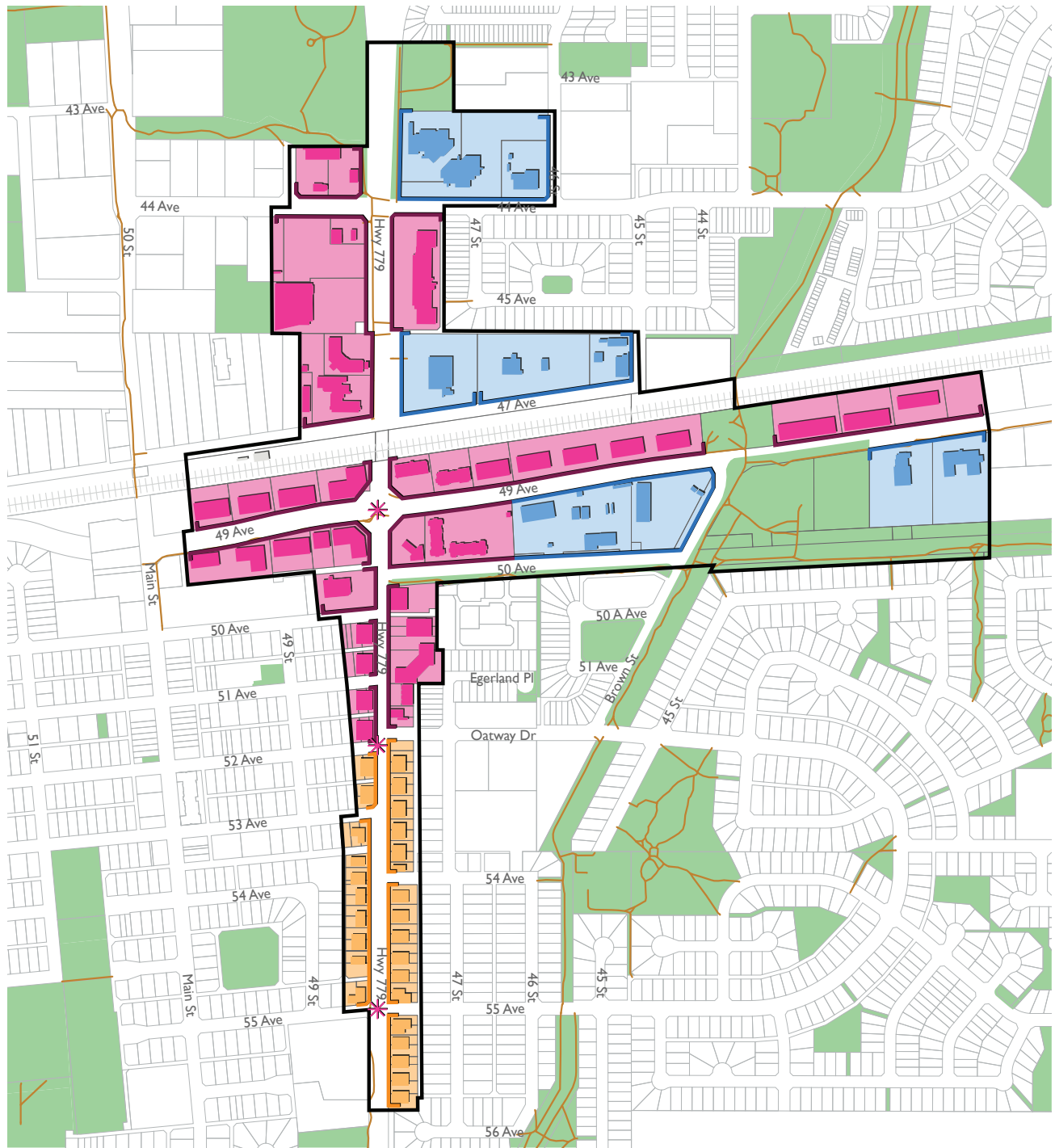
Legend

Character Area Boundary

Highway Commercial

Residential Mixed-Use

Open Space

Institutional

Trail

Institutional Frontage

Highway Commercial Frontage

Residential Mixed-Use Frontage

Railway

Secondary Gateway

GSA
Green Space Alliance

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 access management best practices.

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

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 30 m from the edge of the CN Rail right-of-way and where possible, 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 maximize water uptake on site.

Figure 14. Conceptual illustration of the proposed pedestrian corridor along 49 Avenue.

7.8. Public Realm
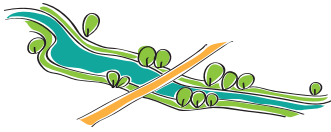
Objectives

- 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 transportation modes and recreation areas.
- 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.
- Enhance the use of public spaces for a greater diversity of users through accessible design.
- Incorporate the recommendations of the Parks and Open Space Master Plan through the planning and design of park spaces in the OTCP area.

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, exploration, 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.

Policies

7.8.1. Public realm amenities 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 400 m 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 micro-climate environments through the use of shade and access to sunshine.

Public Plazas

Public plazas are intended for gatherings, events, play, and rest and should be integrated with surrounding buildings and land uses.

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

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

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

Neighbourhood Parks

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

7.8.9.   Encourage the development of neighbourhood parks that serve local communities and contain amenities that support a variety of users.

7.8.10.   Neighbourhood parks may be created as either temporary or 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 400 m 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 that can be used simultaneously. They may also include sports fields, playgrounds, dog parks and other activities.

7.8.11.   Encourage high quality maintenance in all community parks.

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

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

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

7.8.15.   Community parks will be encouraged to connect to the broader 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 develops. These destination parks are envisioned to have the highest intensity of use for special occasions including local tournaments, recreation events and community festivals.

7.8.16.   Connect 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. Linear parks form the foundation of the existing trail network and will continue to serve important active mobility roles in the future.

7.8.17. The development of linear parks along waterways, undevelopable areas or areas requiring improved connectivity to parks and streets will be encouraged.

7.8.18. 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.

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

Natural Areas

7.8.20. 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.

7.8.21. The preservation of theses 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.

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

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

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

Trail Network

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

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

7.8.27. Establish 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

7.8.28. Provide improvements that enhance pedestrian safety and encourage easy movement throughout the OTCP area.

7.8.29. Filling missing sidewalk links throughout the OTCP area will be undertaken to provide a highly connected pedestrian network.

Gateways

7.8.30. Wayfinding, place-making, and visual indicators that surround and identify key areas within the OTCP area will be provided.

7.8.31. Consider a variety of scales and transportation options when designing wayfinding markers, including the provision of pedestrian scaled gateways that provide a sense of hierarchy depending on the importance of the entry.

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

Events and Programming

7.8.33. Encourage events, art installations, social and recreational activities on Main Street and in the Town Core.

7.8.34. Allow and encourage programming and events that make temporary use of Main Street and other parts of the public realm that may include:

a. Changing the character and use of a public space for a period of time;

b. Formal programming in plazas and parks; and

c. The creation of additional social spaces.

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

Wayfinding

7.8.36. 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.

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

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

Map 15 ⟩ Public Realm
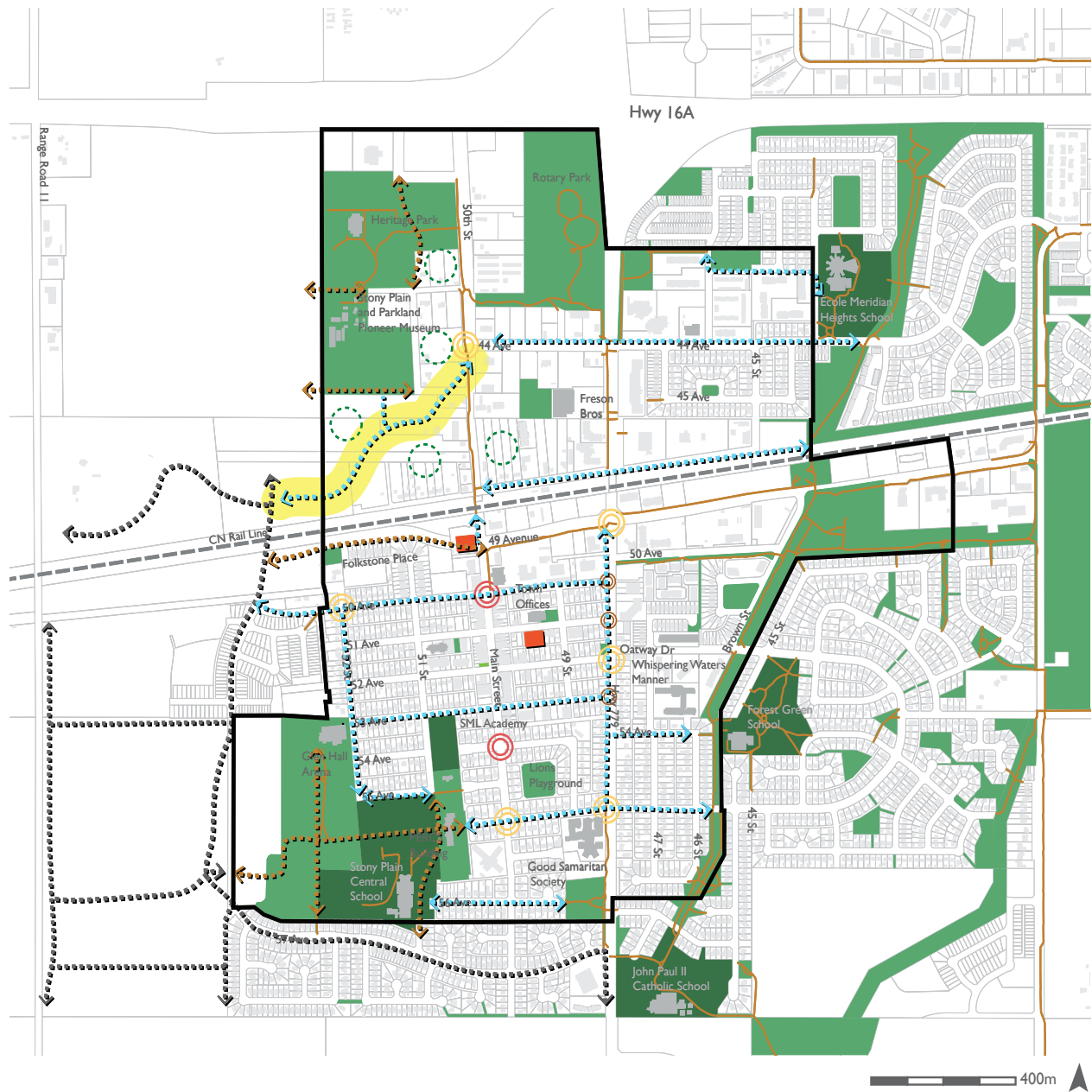
Hwy 16A

Range Road 11

Rotary Park

Heritage Park

50th St

Stony Plain and Parkland Pioneer Museum

44 Ave

44 Ave

45 St

Ecole Meridian Heights School

Freson Bros

45 Ave

45 Ave

CN Rail Line

49 Avenue

Folkstone Place

50 Ave

50 Ave

Town Offices

51 Ave

51 St

Main Street

49 St

Oatway Dr

Brown St

45 St

Whispering Waters Manner

52 Ave

Forest Green School

53 Ave

SML Academy

54 Ave

Glen Hall Arena

Lions Playground

Hwy 779

51 Ave

45 St

Stony Plain Central School

47 St

46 St

Good Samaritan Society

John Paul II Catholic School

400m

Legend

⬜ Old Town Community Plan Boundary	⭕ Natural Areas on Private Land
🏢 Key Buildings	🟥 Proposed Town Square
🟩 Public Park	🟨 Proposed Park
🟩 Private Park	◎ Primary Gateway
🟩 School / Educational Land	◎ Secondary Gateway
— Trail	◎ Tertiary Gateway

← Proposed Active Transportation Corridor

← Proposed Trail/Active Transportation Corridor outside of OTCP area

← Proposed Trail

GSA
Green Space Alliance

7.9. Transportation

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.

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 and incorporates a complete streets philosophy. 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 encourage efficient transportation and limits traffic impacts to residential areas.

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;

b. Financial viability of roadway renewal; or

c. Consideration of underground infrastructure conditions.

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 roadway hierarchy

7.9.5. The street network in the OTCP will be developed as a functional roadway 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 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.

Map 16   Transportation
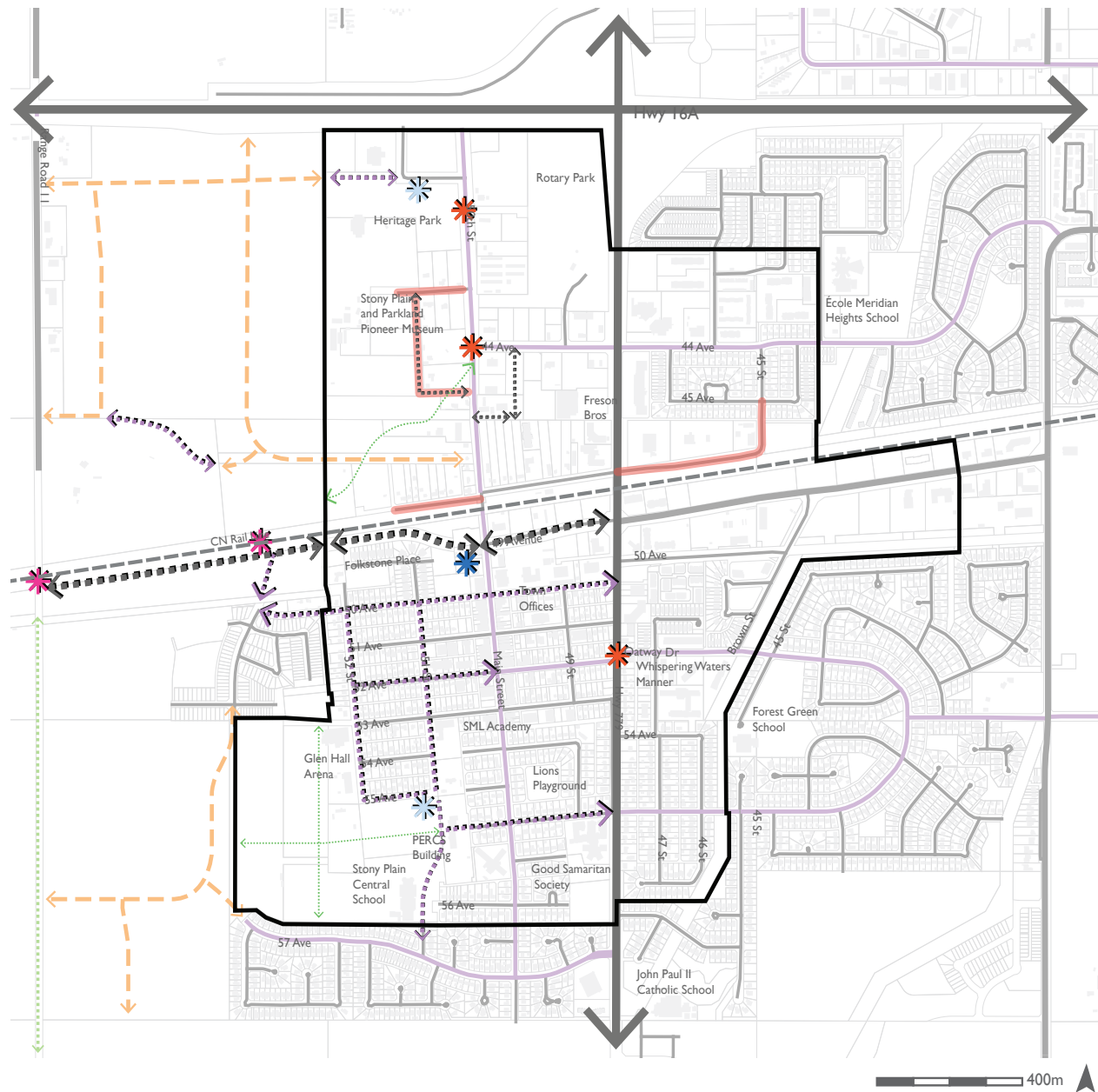
Legend

☐ Old Town Community Plan Boundary

← Provincial Highway

— Arterial - Existing

← Arterial - Future

— Collector - Existing

← Collector - Future

← Local - Existing

← Local - Future

← Future Trail

— Urban Standard Upgrade

← ASP Approved Street

✳ Intersection Improvement

✳ Primary Transportation Hub

✳ Secondary Transportation Hub

✳ Future Desired Railway Crossing

Future Streets

7.9.8.   Future subdivision 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.

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 that establish the desired mobility options for key streets.

50 Avenue east of Main Street, 53 Avenue east of Main Street
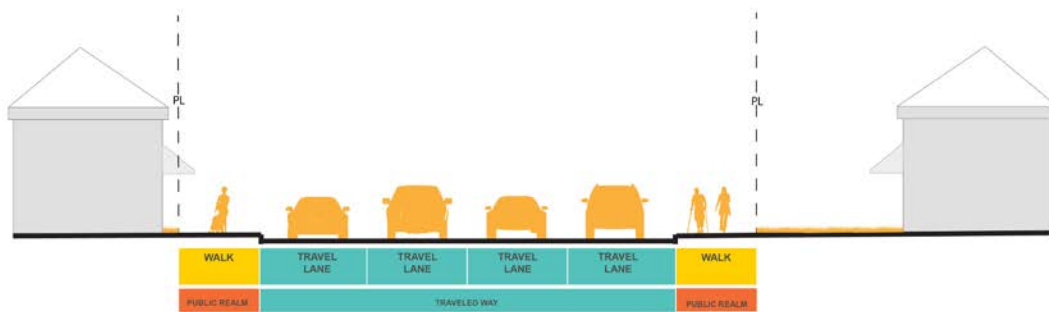
Figure 15. Illustration of the existing typical cross section of 50 Avenue and 53 Avenue east of Main Street.
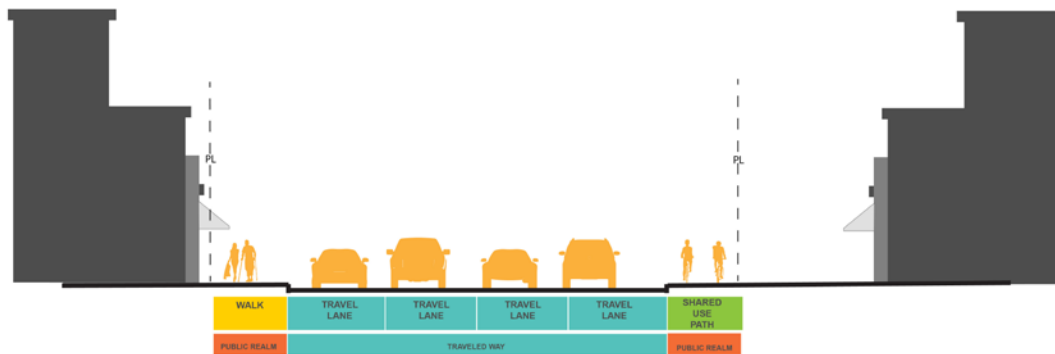
Figure 16. Illustration of future typical cross section of 50 Avenue and 53 Avenue east of Main Street following implementation of the OTCP and roadway hierarchy.

50 Street north of CN Tracks
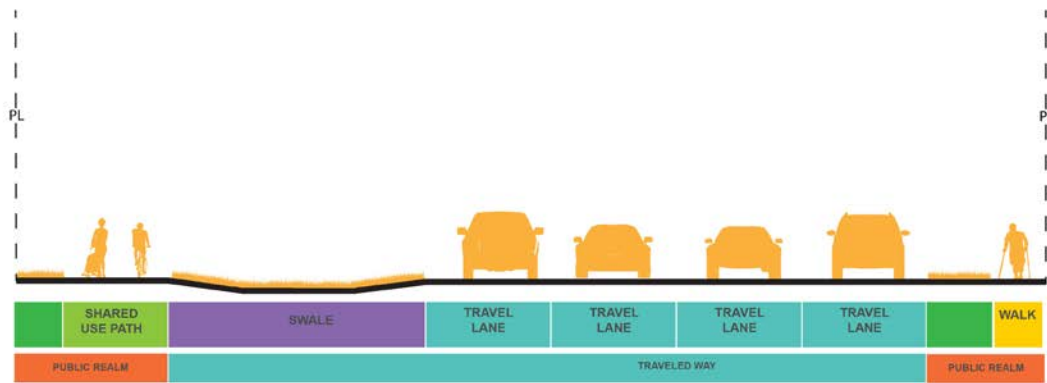
Figure 17. Potential future 50 Street cross section with existing drainage swale maintained and additional pedestrian walk installed.
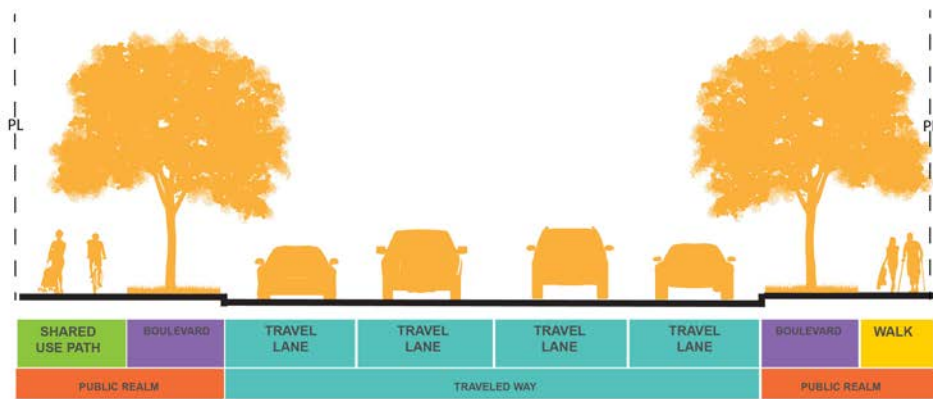
Figure 18. Long-term future 50 Street cross section with existing drainage swale replaced by urban style curb and gutter system and additional boulevard tree plantings.

52 Street north of 53 Avenue
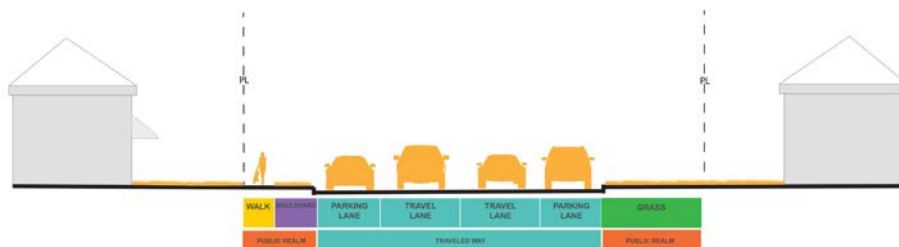
Figure 19. Illustration of the existing typical cross section of 52 Street north of 53 Avenue.
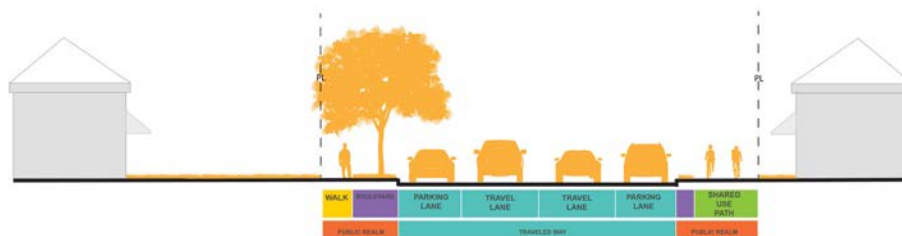
Figure 20. Typical future collector roadway cross section showing shared use path to accommodate active transportation options

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.

Figure 21. Conceptual illustration of the proposed transportation hub at the intersection of Main Street and 49 Avenue.

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 vary the amount of parking required by the Land Use Bylaw provided that a traffic impact assessment is submitted by the applicant.

7.9.17.   To address additional parking requirements generated by the future 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.

An assessment of future parking needs was undertaken prior to completing this plan. The analysis found that the existing regulations, and surplus of on-street and off-street public parking capacity in the OTCP area is sufficient to meet the parking demand generated by the first 25% of future redevelopment allowed by the OTCP. For the later 75% of development in the OTCP area, the analysis found that existing parking and regulations were not sufficient to meet the projected demand.

7.9.18.   Prior to achieving the 25% intensification threshold identified in the Mobility Strategy, the Town should undertake a detailed parking strategy to review the overall parking availability, market demand and update the parking standards in the Land Use Bylaw to address future parking demand at that time.

7.9.19.   Use of Town-owned parking lots as transportation hubs and 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 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 that 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 recognizing 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.   The integration of multi-purpose amenities like bike racks, benches, waste and recycling facilities to support the transportation hubs as active transportation access points will be encouraged.

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

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

7.9.29.   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.

7.9.30.   Snow clearance on multi-use trails and collector road trail networks will be prioritized following major snow events.

7.10. Social Infrastructure

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 local businesses located within the OTCP area as redevelopment and infrastructure reconstruction occurs.

Social infrastructure can be defined as the set of physical places and organizations that give structure to our social interactions. Social infrastructure can include 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 strengthen the sense of community and ties between residents and help reduce 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.

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 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 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 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

Hwy 16A

Range Road 11

Rotary Park

Heritage Park

50th St

Stony Plain
and Parkland
Pioneer Museum

44 Ave

44 Ave

Ecole Meridian
Heights School

45 St

45 Ave

Freson
Bros

CN Rail Line

49 Avenue

Folkstone Place

50 Ave

Town
Offices

50 Ave

Brown St

45 St

51 Ave

52 St

55 St

Main Street

49 St

Oatway Dr
Whispering Waters
Manner

54 Ave

Hwy 779

Forest Green
School

52 Ave

53 Ave

Glen Hall
Arena

54 Ave

SML Academy

55 Ave

Lions
Playground

47 St

46 St

45 St

PERCS
Building

Stony Plain
Central
School

Good Samaritan
Society

56 Ave

57 Ave

John Paul II
Catholic School

400m

Legend

☐ Old Town Community Plan Boundary

🛋 Social Infrastructure

🟩 Open Space

🟨 Community Social Space

🟥 Recreation Social Space

🟦 Education Social Space

🟪 Institutional Residence Social Space

⬚ Future Park Space

⬚ Future Community Space

⬚ Future Recreation Space

⬚ Future Education Space

⬚ Future Institutional Residence Space

GSA
Green Space Alliance

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.   Involvement of local, regional and international art communities in the creation and design of unique public art pieces and murals throughout the OTCP area will be encouraged.

Business Supports

7.10.11.   Clear communication of Town-led initiatives and capital projects to local business owners will be promoted through:

a.   Mailing lists;

b.   Open houses and information sessions; and

c.   Social media.

7.10.12.   Tourism and visitor attraction initiatives will be explored with local partners to identify tourism development initiatives.

7.11. Winter Design

Objectives

- Create a public realm and built 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.

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 promote the use of spaces year-round.

Policies

7.11.1.   Opportunities for outdoor winter activities within public spaces will be promoted by:

   a.   Locating outdoor public spaces to have south-facing exposures;

   b.   Placing coniferous trees to create a wind block in public spaces and along blank walls;

   c.   Planting deciduous trees along southern edges of public spaces to ensure the infiltration of sunlight in the winter; and

   d.   Using heated shelters and outdoor space heaters to offer warm up locations.

Site Design

7.11.2.   Building placement and massing will be encouraged to maximize the exposure of public outdoor spaces to sunlight and minimize wind 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.

7.11.4.   Road clearing practices will ensure that displaced snow does not accumulate on adjacent sidewalks.

Architectural Details

7.11.5.   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.

7.11.6.   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 limit spill over of light into neighbouring residential and natural areas where possible to promote the concept of 'dark skies' within Stony Plain.

7.12. Servicing

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 benefit from past investment.

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 infrastructure investments in Stony Plain would ensure long-term viability of the area.

Policies

7.12.1. New developments will be required to ensure that stormwater runoff is adequately managed by considering the following:

a. Integration and connection to an existing stormwater management system;

b. Reduction of impermeable surfaces;

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 area will be required to connect to municipal water and sewer during re-development.

7.12.4. Servicing capacity in the OTCP area 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 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

Hwy 16A

Range Road 11

Rotary Park

Heritage Park

50th St

École Meridian
Heights School

Stony Plain
and Parkland
Pioneer Museum

44 Ave

44 Ave

45 St

45 Ave

Freson
Bros

CN Rail Line

49 Avenue

50 Ave

Folkstone Place

50 Ave

Town
Offices

51 St

Main Street

49 St

Brown St

45 St

51 Ave

52 Ave

Oatway Dr
Whispering Waters
Manner

Hwy 779

53 Ave

SML Academy

54 Ave

Forest Green
School

Glen Hall
Arena

54 Ave

Lions
Playground

55 Ave

47 St

46 St

45 St

PERCS
Building

Stony Plain
Central
School

56 Ave

Good Samaritan
Society

57 Ave

John Paul II
Catholic School

400m

Legend

☐ Old Town Community Plan Boundary

— Water Line - Existing

— Wastewater Line - Existing

■ Stormwater Facility - Existing

⬚ Urban Services Needed

GSA
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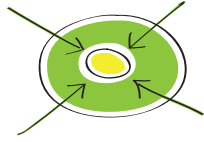
7.13. Urban Centre

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.

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.

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 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
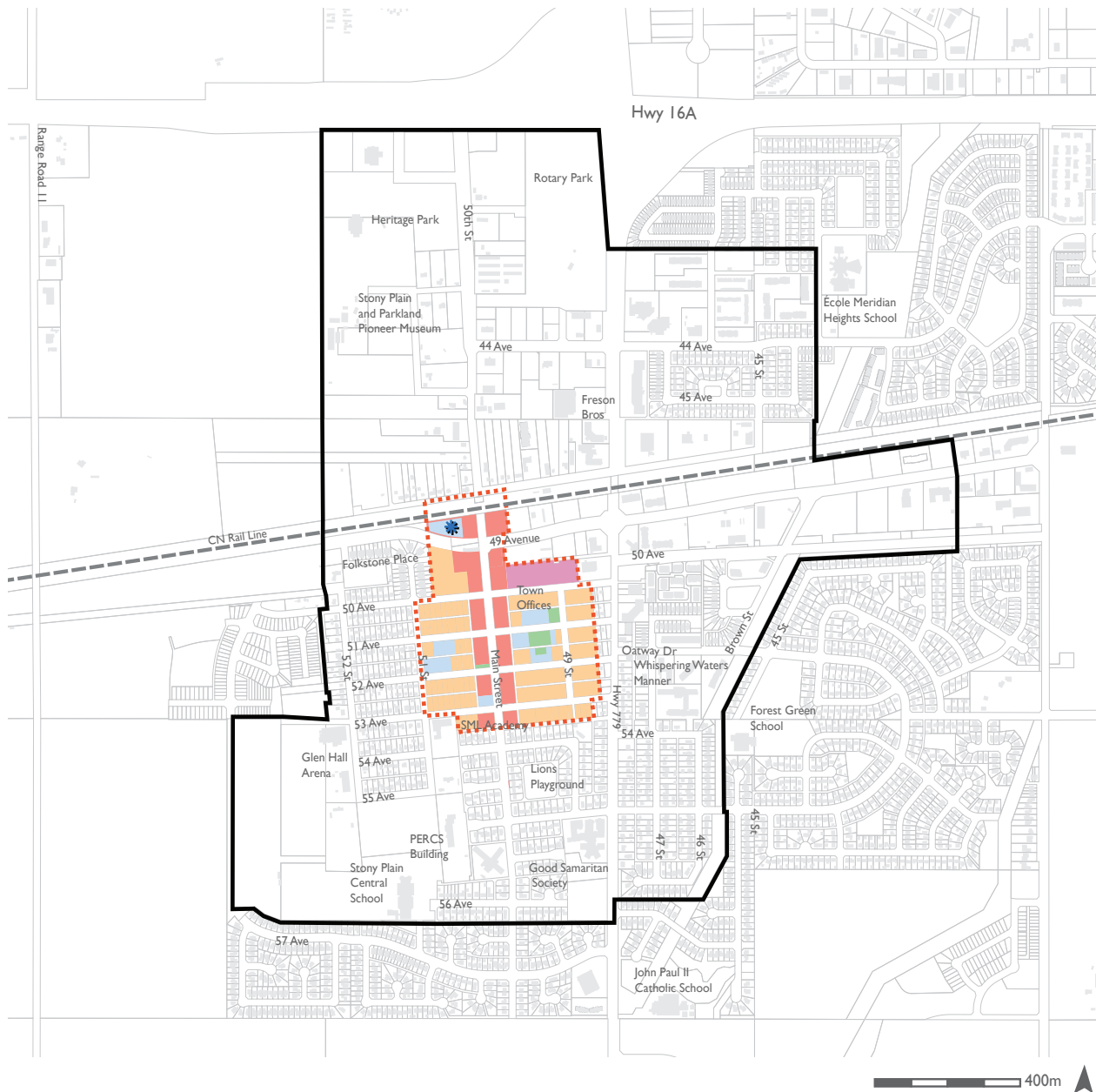
Hwy 16A

Rotary Park

Heritage Park

50th St

Stony Plain
and Parkland
Pioneer Museum

44 Ave

École Meridian
Heights School

44 Ave

45 Ave

45 St

Freson
Bros

CN Rail Line

Folkstone Place

49 Avenue

50 Ave

Town
Offices

50 Ave

51 Ave

Brown St

45 St

52 St

52 Ave

49 St

Main Street

51 St

Oatway Dr
Whispering Waters
Manner

53 Ave

Hwy 779

54 Ave

Forest Green
School

SML Academy

Glen Hall
Arena

54 Ave

Lions
Playground

55 Ave

47 St

46 St

45 St

PERCS
Building

Stony Plain
Central
School

Good Samaritan
Society

56 Ave

57 Ave

John Paul II
Catholic School

Range Road 11

400m

GSA
Green Space Alliance

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 that the community and businesses can use to guide future growth.
- 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 for future development.
- Improved transparency and clarity around the expectations of residents regarding future development.

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.

8.1.	8.2.	8.3.	8.4.
Adopting and Implementing the Plan	*Funding the Plan*	*Supporting the Plan*	*Monitoring and Review*
8.1.1. Supporting Studies	8.2.1. Provincial and Federal Grants/ Incentives	8.3.1. Town-led Catalyst Projects	8.4.1. Progress reporting
8.1.2. Land Use Bylaw Alignment		8.3.2. Incentives	8.4.2. EMRB Implementation
		8.3.3. Partnerships	8.4.3 Multi-year Plan Review
		8.3.4. Advocacy Measures	

8.1. Adopting and Implementing the Plan

8.1.1. 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 Master Plan

Parking
- Recreation and Cultural Campus Parking Management Strategy

Infrastructure
- Underground Utilities Physical Condition Assessment
- Railway Crossing Feasibility Study
- Old Town North – Proposed Servicing Concept
- 49 Avenue Arterial Feasibility and Functionality Assessment

8.1.2.   Alignment of the Land Use Bylaw

The Land Use Bylaw is the most effective legislative tool to steer development towards the vision established in the OTCP. Amendments to the Town of Stony Plain Land Use Bylaw (LUB) will be required to align its regulations to the new long-term vision established for the OTCP area.

General Alignment

The current OTCP area is faced with 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 to transform it into a business friendly and vibrant mixed-use community, with a diverse range of housing options, supported by festivals, events, amenities and a strong sense of community. To achieve this long-term vision, potential Land Use Bylaw 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 additional residential developments within the character areas to increase pedestrian activity;
*   Develop a positive perception and pedestrian experience in the OTCP area through design; and
*   Minimize vehicle-oriented urban forms and address parking demands of visitors.

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

Residential Districts	Commercial and Mixed-Use Districts	Urban Services Districts
R1 – Large Lot Detached Dwelling Residential District	C1 – Local Commercial District	P1 – Parks District
R4 – Mixed Form Residential District	C2 – General Commercial District	P2 – Community Services District
R5 – Small Lot Mixed Form Residential District	C3 – Central Mixed-use District	P3 – Utility District
R6 – Comprehensively Planned Residential District	M1 – Business Industrial District	
R8 – High-density Residential District		

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 each LUB district.

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.

- 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 that are currently home to larger commercial lots should remain zoned as C2 – General Commercial.

Lots 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, semi-detached, row houses, multi-unit developments 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 to achieve the vision of the OTCP for low-scale infill. These developments may also be allowed through an expedited redistricting process to allow individual landowners to undertake redistricting that is in line with the OTCP vision. Other ideas include:

- Providing opportunities for secondary suites, garden suites, and duplexes, semi-detached and row houses to be allowed on corner lots within the Mature Residential Character Area; and
- Developing 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:

- P1 – Parks
- C2 – General Commercial
- C3 – Central Mixed-Use
- P2 – Community Services
- R4 – Mixed Form
- R6 – Residential Comprehensively Planned
- R8 – Residential High Density

The areas south of Oatway Drive should be considered for redistricting to C3 or R8 to allow redevelopment to high-density residential with rear lane vehicle access.

Map 20 Existing Districts within Character Areas

Hwy 16A

Ranger Road 11

Rotary Park

Heritage Park

56th St

Stony Plain and Parkland Pioneer Museum

44 Ave

St. Andrews

École Meridian Heights School

Meridian Heights

41 Ave

45 St

45 Ave

Freson Bros

49 Avenue

50 Ave

Folkstone Place

Town Offices

50 Ave

51 Ave

Main Street

49 St

Conway Dr

Whispering Water

Brown St

45 St

Forest Green

52 St

52 Ave

Glen Hall Arena

53 Ave

54 Ave

55 Ave

PERC Building

Stony Plain Central School

Lions Playground

Good Samaritan Society

56 Ave

Forest Green School

Hwy 779

54 Ave

Woodlands

47 St

46 St

45 St

Southridge

57 Ave

Heritage Estates

The Glens

John Paul II Catholic School

400m

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

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8.2. 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.

A redevelopment 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 facilitate the change and foster the right market to instigate development to be guided by the OTCP.

Immediate Implementation

In the most recent Corporate Plan (2019-2021), the Town 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 Relocation and 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
- Utilities and Servicing Upgrades for Stony Plain Central School
- Tourism Strategy
- Brickyard Drive Construction – Outside of the OTCP area

Highway Commercial
- Burying utilities along Highway 779

8.2.1. 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 prior to preparing applications, to better gauge support and confirm eligibility of the project.

- Alberta Community Resiliency Program (ACRP)
- Alberta Community Partnership (ACP)
- Alberta Municipal Water/Wastewater Partnership (AMWWP)/Water for Life
- Alberta Municipal Water/Wastewater Partnership Regional Systems Initiative and Water Strategy Initiative (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)

8.3.   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 take a leadership role by preparing the community for redevelopment in terms of physical infrastructure and establishing 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 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.

8.3.1.   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 an administrative framework.

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

OTCP Catalyst Projects

Strengthen the Heart of Stony Plain

1. Develop a Central Plaza/Town Square
2. Establish a museum and cultural anchor in the Recreation and Cultural Campus
3. Develop entrance gateway features for Main Street and the Town Core
- Provide opportunities for citizen-led tactical placemaking

Infrastructure and Parks

- Undertake servicing upgrades to support redevelopment
4. Extend municipal servicing in Old Town North
- Conduct a physical condition assessment and rehabilitation program

Improving Connections and Accessibility

- Application of a Functional Roadway Hierarchy
- Integrate active transportation options into collector roads
5. Establish Transit Hubs as key connection points
6. Explore the feasibility of an underpass connection
- Strengthen connectivity between the major cultural destinations in the OTCP

Establishing Administrative Framework

- Old Town and Main Street architectural and design guidelines for high quality design
7. Provide opportunities for Main Street parking space patios
8. New Old Town North roadway alignment
9. Recreation and Cultural Campus parking management strategy

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. In response to this, the OTCP must establish itself as a 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 was originally identified in the *2007 Stony Plain Master Plan*. Since that time, the Town has acquired lands within the Town Core area for the gathering place; its design is planned as part of the most recent *Strategic Plan*. The Town Square will provide an opportunity to host civic events 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. That project is planned to include community engagement and conceptual design for the cultural anchor. Funding for a more detailed design is planned in the near future.

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 to 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 by allowing 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, Farmers' Day Parade, 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 OTCP.

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 planned and delivered in advance of expected development or be undertaken 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 to facilitate the long-term growth objectives of the OTCP.

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 and private sewage facilities. 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 sanitary 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. 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 for needed repairs and infrastructure updates.

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 that 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 Roadway 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 aligned with the development concept will 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 did 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 considers implementing its collector roadway standard 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 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 Railway line that passes through Stony Plain 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 a potential future crossing which should be explored in more detail. The Town should pursue the opportunity for an underpass crossing during the future development of those lands.

Connectivity between the Major Cultural Destinations in the OTCP

Physical connectivity and coordinated programming between major attractions is a key principle to draw 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 draw additional attendees to events at these facilities and provide opportunities to synergize parking and transportation.
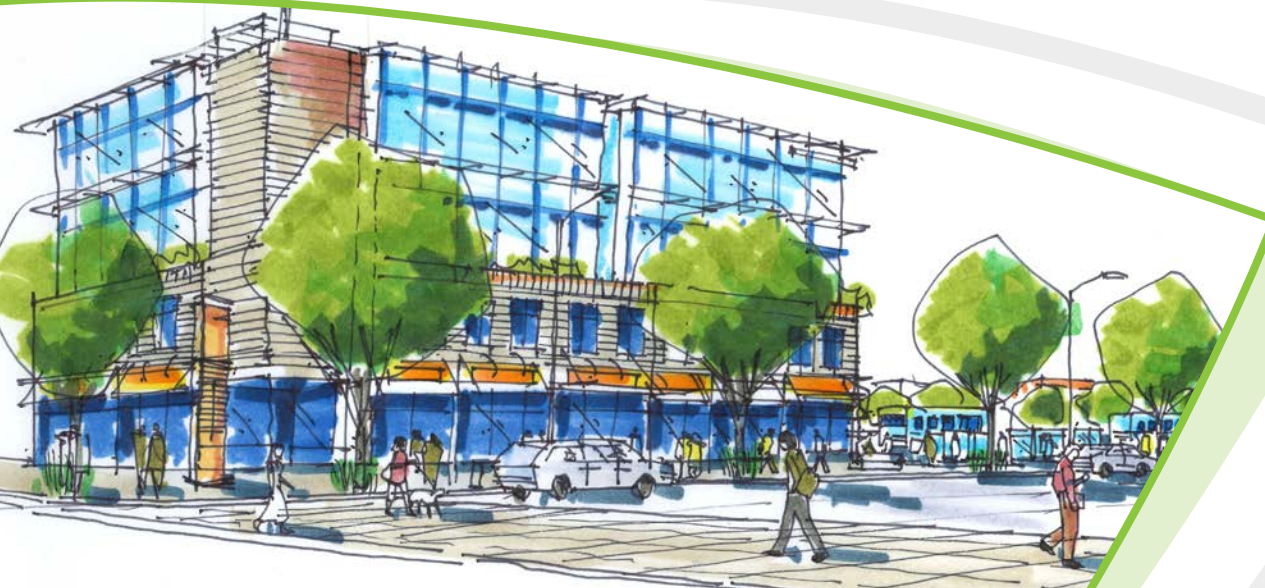
Establishing Administrative Framework

The administrative framework for the implementation of the OTCP focuses on a number of programs that the Town is able to undertake and manage to 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 for the creation of this Plan, 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 provide tangible standards 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, signs or performance spaces on the public sidewalk or within parking stalls to take advantage of summer weather.

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 lots to achieve the finer grained network of streets envisioned in the OTCP.

Recreation and Cultural Campus Parking Management Strategy

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 in the OTCP. Active 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.

8.3.2. 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 financial barriers and trigger investments in the private realm.

Incentive Programs

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 store front 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 focused on developing sites would kick-start development to be guided by the OTCP. Such incentives are provided by many municipalities to encourage redevelopment and leverage private investment, usually taking 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

To establish a unique and welcoming downtown, a grant program for temporary placemaking initiatives should be explored. Such temporary placemaking projects may include 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 for 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.

8.3.3. Partnerships

Implementing the OTCP will require support and cooperation between the Town and other local organizations including the City of 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:

- Stony Plain and District Chamber of Commerce
- Global Edmonton
- Kinsmen Club of Stony Plain
- Rotary Club of Stony Plain
- Pioneer Museum
- Multi-Cultural Heritage Society
- Urban Development Institute Edmonton Region
- OTCP area commercial/institutional anchors
- Parkland School Board (PSB)
- Parkland Potters' Guild

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

Stony Plain Central School Redevelopment (PSB)

The 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, the school board will have to decide how the current Stony Plain Central School site will be repurposed to help achieve the joint vision for these lands.

Exploring opportunities for accessing the Recreation and Cultural Campus

The Town should work with the Multicultural Heritage Centre to determine the future of the PERC building to provide additional access into the Recreation and Cultural Campus. This would potentially provide a clear east-west road access into the Recreation and Cultural Campus from Highway 779 via 55 Avenue.

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 conservation reserve to preserve these significant environmental 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 integrate seamlessly with the public realm and be accessible and inclusive spaces.
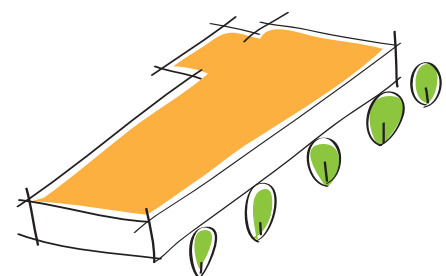
8.3.4. Advocacy Measures

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 foster a distinct image of Stony Plain. 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 to advertise the OTCP area, its strengths, economy, growth potential, key development sites and potential opportunities.

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. 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, providing pedestrian and cycling amenities.

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 could be undertaken in conjunction with the provision of spaces to accommodate markets, social gatherings and other cultural events.

8.4. Monitoring and Review

8.4.1. Progress Reports

To monitor the implementation framework as set out in the OTCP, a progress report should be produced by the Town's administration periodically. The purpose of the report would be 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;
- Use 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
- Support and inform future plans and policies.

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

These progress reports could provide an opportunity to amend the OTCP to incorporate innovative ideas, measure the effectiveness of policies and to respond to changing conditions.

8.4.2.   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 EMRB *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 EMRB 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:

- Annually measuring the percentage of new dwelling 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.
- Annually measuring the urban centre net residential density (du/nrha).
- Reporting achievement of the urban centre net residential density (du/nrha) in the format as required for monitoring and reporting purposes.
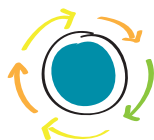
8.4.3.   Multi-year Review of the OTCP

A comprehensive review and update of the OTCP should be undertaken every 10 years or at the discretion of the Town administration and Council.

9.1. 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. This Action Plan should be read as a recommendation at the time of writing. Implementation of individual actions will ultimately depend on the available funding and development conditions in Stony Plain.

Responsibility	Source of Funding	Priority	Cost
• PI – Planning and Development • OCAO – Office of the Chief Administrative Officer	• Town Budget • Provincial Grant • Administration Support • Partnership • Levy	• High: 1-5 years • Medium: 6-10 years • Low: 11-15 years	• $: $10,000 – $20,000 • $$: $20,000 – $50,000 • $$$: $50,000 – $150,000 • $$$+: >$150,000

The Action Plan for the OTCP includes a preliminary list of actions the Town and potential partners can take 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.

9.1.1. Catalyst Projects

The Plan identifies 16 important catalyst projects which are intended to focus civic investment in the OTCP area and encourage concurrent investment by private developers and citizens.

	Capital Investments	Responsibility	Source of Funding	Priority	Cost
1	Town Square/Gathering Place	PI	Town Budget	Medium	$$$+
2	Cultural Anchor and Museum	OCAO	Multiple Sources	Medium	$$$+
3	Entrance Features	OCAO	Town Budget	High	$$$
4	Tactical Placemaking	PI	Town Budget	Medium	$
5	Servicing Upgrades	PI	Town Budget	Medium	$$$+
6	Extend municipal servicing in Old Town North	PI	Town Budget	Medium	$$$+
7	Physical Condition Assessment	PI	Town Budget	High	$$$
8	Application of a Functional Roadway Hierarchy	PI	Town Budget	Low	$$$+
9	Integrating active transportation options into the transportation network	PI	Town Budget	Low	$$$+
10	Transit Hubs	PI	Town Budget and partner municipalities	Medium	$$$+

	Capital Investments		Responsibility	Source of Funding	Priority	Cost
11	Underpass Connections Feasibility Assessment			Town Budget	Low	$$
12	Connectivity between major cultural destinations in the OTCP	OCAO and PI		Town budget	Low	$$$
13	Main Street and Town Core Urban Design and Architectural Guidelines	PI		Town Budget	Medium	$
14	Main Street Parking Space Patio Encroachment Agreements	PI		Town Budget	High	$
15	New Old Town North Roadway Alignment Study	PI		Town Budget	Medium	$$
16	Recreation and Cultural Campus Parking Management Strategy	PI		Town Budget	Medium	$

In addition, the following actions should be undertaken by the Town and its partners to enhance vision of the OTCP and deliver on specific ideas found in the OTCP.

9.1.2. Regulation/Policy

	Capital Investments	Responsibility	Source of Funding	Priority	Cost
1	Land Use Bylaw Update (Stepback requirements on Main Street, Residential Conversions in Town Core, On-street parking counts)	PI	Town Budget	High	$
2	Integration with Recreation and Cultural Campus design plan	PI	Partnership	High	$$

9.1.3. Studies

	Capital Investments	Responsibility	Source of Funding	Priority	Cost
1	Main Street and Town Core Form Based Code Feasibility Study	PI	Town Budget	High	$
2	Old Town North – Proposed Servicing Concept	PI	Town Budget	Medium	$$

9.1.4. Incentive Programs

	Capital Investments	Responsibility	Source of Funding	Priority	Cost
1	Façade Improvement Program	PI	Town Budget	High	$$
2	Development Incentive Program	PI	Town Budget	High	$$
3	Patio Program	PI	Partnership	High	$
4	Temporary Placemaking Grants	OCAO	Partnership	High	$

9.1.5.   Partnerships

Capital Investments	Responsibility	Source of Funding	Priority	Cost
1 Stony Plain Central School Re-development	PI	Partnership	High	$$$
2 Exploring opportunities for accessing the Recreation and Cultural Campus	PI	Partnership	High	$$$
3 West-end Green Corridor	PI	Town Budget	Medium	$$$
4 Main Street Merchant Association	OCAO	Partnership	High	$$

9.1.6.   Advocacy

Advocacy	Responsibility	Source of Funding	Priority	Cost
1 Branding	OCAO	Town Budget	Medium	$
2 Investment Brochure	OCAO	Town Budget	High	$
3 Modern Mural Program	OCAO	Town Budget	Medium	$$
4 Main Street Temporary Closures	PI	Town Budget	High	$
5 Tactical Placemaking	PI	Town Budget	High	$

9.1.7.   Monitoring and Review

Advocacy	Responsibility	Source of Funding	Priority	Cost
1 Periodic Progress Report	PI	Town Budget	Medium	$
2 Annual EMRB Reporting	PI	Town Budget	High	$
3 Multi-year Review	PI	Town Budget	Low	$$$

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Old Town Community Plan
2019