



# Downtown and Main Street Area Plan

## Town of Slave Lake



ISL Engineering and Land Services Ltd.

October 10<sup>th</sup>, 2017

# Acknowledgments

The Downtown and Main Street Area Plan was prepared through the collaborative work of the following individuals.

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## Project Overview

### 1.1 Purpose

The Town of Slave Lake's first Downtown and Main Street Area Plan (AP) was adopted in 1989. The document establishes a policy framework to direct public and private realm improvements within the Downtown and Main Street areas of Slave Lake.

The main intent of the original AP was to fulfill the following two key objectives, which were established through an extensive stakeholder consultation process:

- To make and develop the Downtown as the focus/heart of the community being the commercial, administrative, cultural and entertainment centre of Slave Lake; and
- To provide an attractive, inviting, warm people place throughout Downtown.

Since the document's adoption, the original goals of the AP have been partially achieved. Furthermore, the town has experienced both commercial and residential growth, including a diversification in its core industries, and over time there have been changes in the perceptions and aspirations about how the town should develop.

Consequently, whilst the objectives of the original AP may still be relevant, given the change in market and demographic conditions, it is necessary to establish a new AP to ensure decisions on development are informed by current needs and challenges.

The new AP aims to reflect the changing nature of Slave Lake and specifically the Downtown and Main Street areas and establishes a comprehensive policy framework to achieve the Town's new vision and set of objectives for the Downtown and Main Street areas.

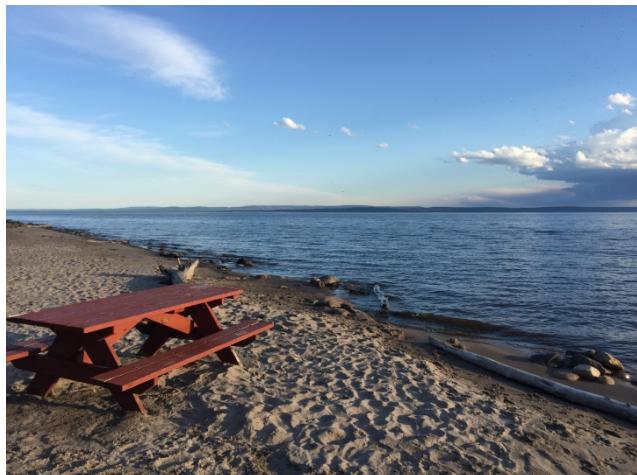
## 1.2 Context

The Town of Slave Lake is located in northern Alberta immediately south east of Lesser Slave Lake and at the junction of Highway 2 and Highway 88 as shown in Map 1. The town site is well-connected to other larger municipal centres including Edmonton (approximately 255km) and Grand Prairie (approximately 318km). The town serves as a local centre for the surrounding area including the Municipal District of Lesser Slave Lake and adjacent Hamlets such as Marten Beach and Canyon Creek to the north and west, and Smith and Hondo to the east and south.

Since the adoption of the original AP, the population of Slave Lake has increased from 5611 in 1988 to 6155 in 2016 (Census 2016). The town has a rich cultural heritage and hosts the administration office for the Sawridge First Nation. At present, it boasts itself as one of Canada's youngest communities with a diverse economy and a high standard of living, which is supported by accessible and abundant resources. More recently, it has been characterised as 'the Jewel of the North' due to its proximity to an array of natural amenities, such as Lesser Slave Lake and adjacent Provincial Park both supporting various recreational opportunities. Consequently, tourism has since become a key sector for economic diversification in Slave Lake.

In 2011, a wildfire event caused damage throughout the Town and numerous buildings were lost. The community was faced with the challenge of rebuilding and thanks to many dedicated community members, provincial and federal governments the community has been restored.

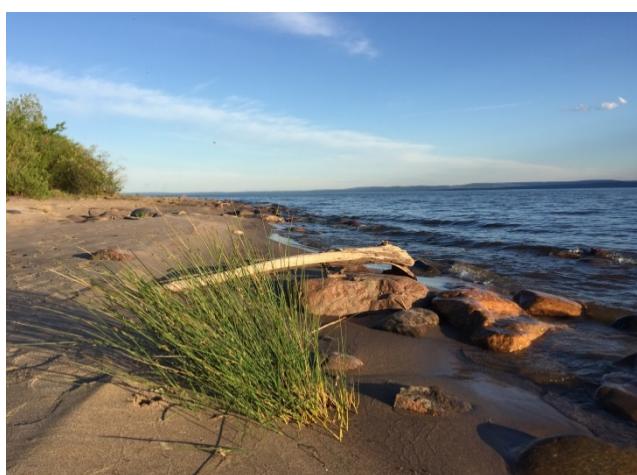
Overall, the town has a diverse history and multiple fixed assets that will continue to sustain Slave Lake's importance within the region. This plan aims to leverage the existing assets, which have helped to grow and develop Slave Lake, and provide direction for sustainably developing its Downtown and Main Street areas for an improved quality of life for its citizens, visitors and future generations.



Martin River Campground



Martin River Campground



Martin River Campground



Devonshire Beach

## Map 1 Context



Devonshire Beach

## 1.3 Area Plan Extent

The Downtown and Main Street Area Plan includes approximately 92ha of land, which follows Main Street northwest, south from Caribou Trail, across the railway line, down to and including the junction at Highway 2 corridor. The Plan area is surrounded by:

- Residential areas to the west and east;
- Industrial area and the municipal airport to the north;
- Sawridge Creek to the east; and
- Highway 2 commercial corridor to the south.

The AP boundary and key landmarks within the area are identified in Map 2.



Town Office



Main Street Commercial



Commercial Area in Downtown Core



Wayfinding Signage along Main Street corridor

## Map 2 Area Plan Extent



### Legend

- Area Plan Boundary
- Canadian National Railway
- 1 Town of Slave Lake Office
- 2 Rennie Hall
- 3 EG Wahlstrom School
- 4 CJ Schurter Elementary School
- 5 Multi-Rec Centre
- 6 Northern Lakes College
- 7 Legacy Centre

100m 200m





# 2

## Existing Trends and Characteristics

### 2.1 History and Evolution

The original settlement in the area was founded circa 1799 around one of five fur trading posts established around Lesser Slave Lake, capitalising on the fauna it sustained. The settlement, at the mouth of the lake and along the river, was named Sawridge and the river came to be known as Lesser Slave River.

Following major flooding in the 1930s, the community decided to relocate 5km south of the river mouth, and it was at this time the town changed its name to Slave Lake. The Town of Slave Lake was incorporated in 1961 after experiencing a boom post World War II with the construction of the Alaska Highway and the development of timber and oil resources in the area. Downtown was mainly constructed during the 1960s boom in response to increased economic activity within the area.

Since the mid-1980s, the Town of Slave Lake has taken measures to encourage redevelopment specifically in the downtown area as it experienced steady growth. The population was at one time quite mobile due to resource industry activities being located elsewhere but the population stabilized over time as expansion occurred in nearby natural resource industries.

During the 1980s and 1990s, Slave Lake's downtown was a vibrant place with an active Main Street, wide range of businesses, commercial anchors and key institutions. Presence of a number of locally owned businesses serving personal needs made it a true town centre that citizens and visitors flocked to on a day-to day basis.

Over the years, the downtown has suffered from a number of factors including the development of large-format commercial developments along the Highway 2 corridor, changes in consumer shopping patterns, lack of coordinated downtown-focused planning initiatives, the 2011 wildfire and swings in Alberta's economy in general. Although the town site is located along the south-eastern shores of Slave Lake, the presence of the municipal airport and the existing urban pattern fails to provide a

## Town of Slave Lake

strong pedestrian or vehicular connection between the downtown and the waterfront. Improving connections of the downtown and Main Street areas to the waterfront may significantly help in improving the tourism appeal of the area and in turn help in long-term downtown revitalization.

A brief summary of evolution of Slave Lake's Downtown is described below:

### 1965

- The community was officially incorporated as a town.
- 500 population.
- Swanson Mill closed and oil and gas exploration started.

### 1966-1985

- 1965/1966 the EG Wahlstrom School was constructed on its current site.
- Slave Lake Legion was built.
- The current St. Peter's Ecumenical Church was located at 312 Main Street NW (i.e. now Servus Credit Union building) and was relocated from downtown to its current spot on 7 Street SE in 1973.

### 1986-2000

- New Downtown and Main Street Area Plan established.
- Main Street improvements/streetscape.
- Creation of Rene Hall Plaza.
- Downtown still vibrant with a number of local businesses, large-format anchors within downtown (Potpourri Mall, IGA Grocery Store, Boisvert's Grocery Store, Barton's Drugs, IDA Drug Store/Rexall, Home Hardware, True Value Hardware, Uniglobe Travel, Slave Lake Jewelers, Grounds on Main (Flower and Gift Store), Saan Store, Sports First, Stedmans Clothing Store, United Carpet (now Nu Floors), Maga's Head to Toe Clothing, Rex Theatre).



Slave Lake – 1954



Main Street Slave Lake – 1912

## 2000-2015:

- Development of Citizens Park (mid 1990s).
- Development of Cornerstone Shopping Centre along Highway 2 corridor (i.e. 2004/2005).
- Businesses moving out of Downtown Core (i.e. for the most part commenced after 2005).
- IGA closes and moves into Cornerstone i.e. Sobeys in about 2006/2007 and the building is torn down. New building is constructed by Servus Credit Union's main office in 2008/2009.
- Points West Assisted Living Facility was developed in 2013/2014.
- A number of businesses moved out of downtown (Home Hardware, True Value Hardware, Boisvert's Grocery Store, IGA Grocery Store, Barton's Drug Store, Sports First, Saan Store, Slave Lake Jewelers, Ground on Main – Flower and Gift Store).
- Based on the recommendations of the Downtown Enhancement Plan, some public realm initiatives such as wayfinding signage, benches, and planters were implemented by the Town.
- Some key buildings in Downtown Core and Main Street are lost to wildfire in 2011 (Lakeland Apartments located at 103 – Main Street SE, Yamaha Dealership located at 401 & 501 – 1 A Street SE (along Main Street), Billy's Outlaw Inn, Bar, Liquor Barn and Red Pepper Chinese Restaurant (all in same building located on 200/216 – 2 Avenue NW (Downtown Core), Century 21 Northern Realty located at 201 & 215 – Main Street SE, Allarie Building located at 229 – 3 Avenue NW (Downtown Core), Ferguson Professional Building located at 221 – 3 Avenue NW. (Several Professional Offices i.e. lawyer, etc. and Radio Station, operated in this building) (Downtown Core), Town Office, Library and Government Centre – 10 Main Street SW, Sawridge Bed and Breakfast located at 212 & 218 – 3 Avenue NW).
- Major effort on rehabilitation of single family residential in areas within and outside downtown after May 2011 Wildfire.
- Two new buildings with mix of commercial and residential were constructed since the fire adding 6 apartments above commercial plus oilfield office and Radio Station i.e. Allarie Building with 3 residential units (229 – 3 Ave NW) and Devon Phelps building with 3 residential units plus Flip Side Retail Consignment Store (217 – 3 Ave NW).
- A 4-unit row housing development was constructed on 212/218 – 3 Avenue NW (i.e. old Sawridge Bed and Breakfast).
- Affordable housing projects with rents 10% below market price (Thompson Landing located at 115 – 11 Avenue SW developed in 2007/2008, Cornerstone Apartments – Developed in 2012/2013.



Paddle Steamer on Lesser Slave River – Early 1900s



Northern Transport Company Paddle Steamer on the Lesser Slave River – 1910

## 2016-2017

- Availability of vacant land in Downtown Core: The following parcels are currently vacant and have no structures on them: 200/216 – 2 Avenue NW, 221 – 3 Avenue NW, 204 – 2 Street NE, and 108 – 6 Avenue NE).
- The following parcels have vacant buildings and may be available for re-development: 108 – 4 Avenue NE, 213 – 3 Avenue NE, 208 – 2 Avenue NE, and 617 – Main Street NE).

## 2017

- Availability of vacant land in Downtown Core.

The 2011 wildfire that significantly damaged a third of the town, including several buildings in the downtown area, led to the creation of the Lesser Slave Lake Region Tri-Council (Tri-Council), composed of:

- The Sawridge First Nation;
- The Municipal District of Lesser Slave River; and
- The Town of Slave Lake.

The main objective of the Tri-Council was to provide an effective means of regional governance to counter the destruction of the fires and manage the redevelopment and growth of the region.

Immediately after the creation of the Tri-Council, the Town was pressured to rebuild as residential development spiked with a high number of permit applications and subdivision development appeals. Processing applications within set timelines posed unique challenges to the Town as various paper-based historic records and resources were lost due to the impact of the wildfire. The total cost of damages amounted to \$750 million. Since 2013, development permit applications have returned to normal levels as rebuilding has slowed down. This major event in Slave Lake's history triggered the creation of various policy and guideline measures to update documents and processes, such as those outlined in the *Wisdom Gained* report compiled by the Northern Alberta Development Council in association with the Town of Slave Lake.

Post-wildfire recovery, as the town continues to be a key regional hub, it is essential to establish a new long-term vision and policy framework for the Downtown and Main Street areas and guide its transformation into a walkable, vibrant place for local and regional population.



Police Barracks – Late 1800s



Sawridge Village – 1900s

## 2.2 Population Growth and Housing

The Town of Slave Lake has a population of 6,651 (Census 2016), and is considered one of Canada's ten youngest communities. A growing tourism industry as well as various oil, gas and forestry industries rely on rich resources in the area and play a significant role in the region's population growth and economic success.

Housing opportunities in the town are focused around the neighbourhoods flanking the downtown area to the west and east. These neighbourhoods are primarily composed of single detached housing types, with some trailer parks and mobile homes located near the edges of the town limits. Higher density housing can be found sporadically throughout these neighbourhoods. More recently, a popular development trend emerging in Slave Lake of mixed-use buildings with commercial on the ground floor and residential above is surfacing in a few areas within the downtown core.



Slave Lake

## 2.3 Main Economic Sectors

The Town of Slave Lake is strategically located in close proximity to areas of rich natural abundance which consequently sustains a primarily industrial and manufacturing-based economy. Oil, gas and forestry are the major resources within the surrounding area, which, given Slave Lake's strong transport connections, allows the town to process and export these goods. The Mitsue Industrial Park located 8km east of the town sustains much of the industrial processing and manufacturing associated with these industries. This park is a major industrial subdivision including four wood processing facilities, two gas plants, and a waste/product management service for oilfield services. The Mitsue Industrial Park employs approximately 2,000 people in the region.

### Oil and Gas

The Slave Lake area has been productive for oil and gas since the 1960s, and more recently this has focussed on specifically oil sands and associated exploration. The oil sands of Alberta are vast, with deposits second only to Saudi Arabia. Given this abundance and with relative accessibility around Slave Lake, this sustained economic activity has been the main catalyst for the development of the town and is predicated by the Growth Strategy to continue to do so, despite the cyclical nature of such economies.

In addition, the new McLennan oil upgrader and diesel refinery facility 200km west of Slave Lake also contributes substantially to the local and regional economy.

### Forestry

Forestry is a significant industry in the region and several expansions of existing forestry companies have been planned in the Slave Lake area. Many of these companies in the area are committed to environmental sustainability, a desirable aspect relevant in today's world and an increasing trait defining the goals of the town to be sustainable. Sustainability in the town even relates to tourism.

### Tourism

Lesser Slave Lake is the largest automobile-accessible lake in Alberta. Along with the associated provincial park it sustains a multitude of winter and summer recreation activities. Further to this, there are also three other lakes within close proximity to Slave Lake – Fawcett Lake, Lawrence Lake and Cross Lake, which also provide opportunities for recreation.

These factors have resulted in a consistent annual rise in visitors which has fostered a new economic sector for the town. Consequently, Slave Lake has a variety of hospitality uses in the area, primarily along Main Street. There are five major hotels along Main Street and Highway 2, in addition to several other smaller motels and inns, to accommodate a variety of guests for tourism or business.

Further to traditional tourism, eco-tourism is becoming very popular in Slave Lake – which is defined as tourism that enables visitors to experience the natural environment while still preserving its integrity. This is made possible by the many campsites around the town and along the Lesser Slave Lake – a tourist node for lake recreation activities in northern Alberta.



Festival in Downtown Slave Lake



Martin River Campground

In 2016 the Tri-Council developed the Slave Lake Region Tourism Strategy (SLRTS) document, to strategically direct and pursue tourism development in the region. One of the key initiatives of the Tourism Strategy includes downtown/town centre revitalization as a key component of improving the image of the place and the overall tourism appeal of the Town.

## 2.4 Other Sectors and Services

### Retail, Service Commercial and Office Development

Slave Lake is host to a variety of retail and commercial services both in the downtown core as well as along the major highways through the town. The types of retail located within the downtown core consist of smaller local personal service shops, offices, banks and large format commercial anchors. The Sawridge Shopping Plaza is located further south along the west side of Main Street south of the rail tracks. Up until 2008 a mall existed at this site, however it was partially redeveloped to include a local and provincial government building. After the 2011 wildfire, this building was converted into two individual buildings separated by a landscaped corridor.

The Cornerstone Shopping Centre located at the southern end of Main Street and along Highway 2 was developed in 2005, which includes a variety of large format retail outlets such as Canadian Tire, Walmart and Sobeys. In addition, a number of hotels are also located within this commercial node and along Main Street corridor north of Highway 2.

Some professional office space is also available within the downtown core and along the Main Street corridor.

A variety of home based businesses exist throughout residential neighbourhoods surrounding Downtown and Main Street. In recent years, a trend has developed of successful home based businesses needing to expand and relocating within the Downtown and Main Street.



Main Street SE



Main Street NW

## 2.5 Parks and Recreation Spaces

Slave Lake is host to over 40 acres of veritable green space in the form of public parks and recreation spaces which offer many opportunities for recreation, in addition to the extensive recreation opportunities in and around the lake. Currently, the Town of Slave Lake is implementing a 10-year Parks and Open Space Plan that will manage the maintenance and expansion of these amenities.

Map 3 illustrates existing parks and open spaces within the AP boundary and surrounding areas.

Existing designated open spaces within the extent of the AP include Rene Hall Plaza at Main Street NW and 3<sup>rd</sup> Ave NW and the pocket park called 'Citizens Park' at the intersection of Main Street NW and 2<sup>nd</sup> Avenue NW. A number of public realm elements such as a drainage swale system, a separated public pathway system, sidewalks as well as boulevard trees exist within the right-of-way of the Main Street corridor between the rail tracks and the Highway 2 corridor. These public realm elements within the public right-of-way provide a sense of a linear open space system, but can be significantly improved to establish an interconnected pedestrian network. The Slave Lake Community Trail follows the Sawridge Creek along its eastern edge. The Trail provides a pedestrian connection through to Lesser Slave Lake.

Other key open spaces surrounding the AP boundary include:

- Schurter Park located at the intersection of 3<sup>rd</sup> Avenue NE and 6<sup>th</sup> Street NE;
- Landon Persson Park located east of Sawridge Creek and north of 6<sup>th</sup> Avenue SE;
- Hilda Eben Park located along 6<sup>th</sup> Street SE, and between Parkdale Way and 10th Avenue SE;
- South West Park located on 2<sup>nd</sup> Avenue SW; and
- Poplar Grove Park located south of 6<sup>th</sup> Avenue NW.

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

- E.G. Wahlstrom School, located at 228 – 4<sup>th</sup> Avenue NW;
- C.J. Schurter Elementary School at 300 – 6<sup>th</sup> Avenue NE;
- Lakeside Outreach School, located at 109 – 3<sup>rd</sup> Avenue NE;
- Slave Lake Koinonia Christian School, located at 328 – 2<sup>nd</sup> Street NE; and
- Northern Lakes College and Northern Lights Aquatic Centre, located at 1201 Main Street SE.

The Multi-Recreation Centre is located west of Main Street SE along 6<sup>th</sup> Ave SW. The Multi-Recreation Centre was first built in the 1970s and updated in 2012. It offers multiple facilities, such as two arenas, a field house, an indoor running track, and an indoor playground.

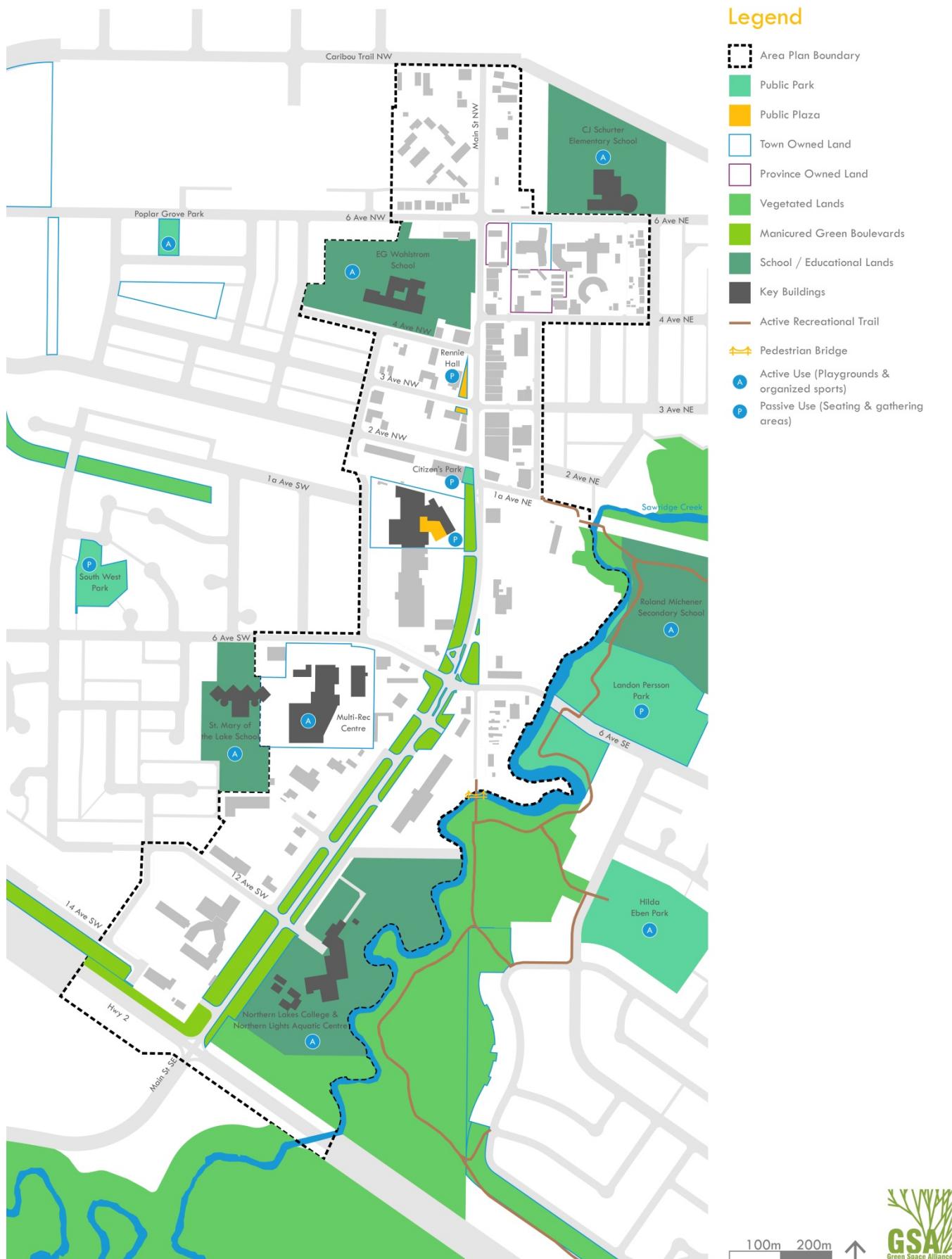


Sawridge Creek



Pedestrian Bridge over Sawridge Creek

## Map 3 Parks and Open Spaces



## 2.6 Transportation and Parking

Map 4 illustrates the existing roadway hierarchy and available public/private parking opportunities within the AP boundary.

### Roadways

The following roadways are designated as arterials:

- Main Street SE and Main Street NW; and
- Caribou Trail NW.

Various collector roads branch out from Main Street and establish an interconnected vehicular network with local streets serving residential, commercial and industrial areas within the town.

### Parking

There are two municipally owned parking lots located in close proximity to Main Street North. The exact location of these parking lots is as follows:

- Along 2<sup>nd</sup> Avenue NW (behind RBC Bank building); and
- Along 2<sup>nd</sup> Street NE, between 3<sup>rd</sup> Avenue NE and 4<sup>th</sup> Avenue NE (mid-block location).

Off-street parallel parking and angle parking opportunities exist along all roadways within Downtown Core and Downtown North precincts. In addition, a large number of on-site surface parking lots also exist within commercial, institutional and hospitality sites along Main Street SE corridor and to some extent in the Downtown Core precinct.

### Other

Slave Lake's municipal airport is located within the town limits, and is capable of handling most light aircraft including helicopters and small jets. The airport is home to a fixed wing charter airline, two rotary wing charters, a forestry tanker base and an Air Medevac Service.

The Canadian National Railway passing through the town is an important link for the economy. Serviced by Canadian National Railway, there are daily freight services connecting the town to Edmonton, Smith, and Peace River.



Town Parking Lot Downtown



Main Street SE

## Map 4 Transportation Network



## 2.7 Downtown and Main Street Precincts

The boundary of the Area Plan encompasses a large central portion of Slave Lake. Within the Plan area various land uses, built forms and open spaces contribute to different user experiences. The following six distinct precincts or character areas, also outlined within Map 5, were established through a stakeholder consultation process.



### Downtown Core

The Downtown Core is the focal point of Slave Lake and offers a variety of locally owned small businesses.

#### Key Characteristics

- Concentration of fine-grain commercial buildings
- Pedestrian-friendly streetscape
- Public plaza along Main Street



### Downtown North

Medium-density residential and service commercial uses are located within the Downtown North precinct.

#### Key Characteristics

- Medium-density residential uses
- Service/retail commercial developments
- E.G. Wahlstrom School



### Civic Centre (Mixed Institutional/Commercial)

This precinct includes the concentration of municipal and provincial administration uses along with auto-oriented commercial uses.

#### Key Characteristics

- Town Office and Library
- Enclosed outdoor public plaza
- Auto-oriented commercial uses



### Urban Village (Mixed Commercial/Transitional)

This precinct includes large-scale commercial uses on large underutilized parcels.

#### Key Characteristics

- Access to Sawridge Creek
- Stand-alone commercial use buildings
- Underutilized large land parcels



### Mixed Hospitality/Commercial

Hospitality amenities and commercial uses exist within the Mixed Hospitality/Commercial precinct.

#### Key Characteristics

- Town Multi-Rec Centre
- Auto-oriented services and commercial uses
- Conference Centre and travel accommodations



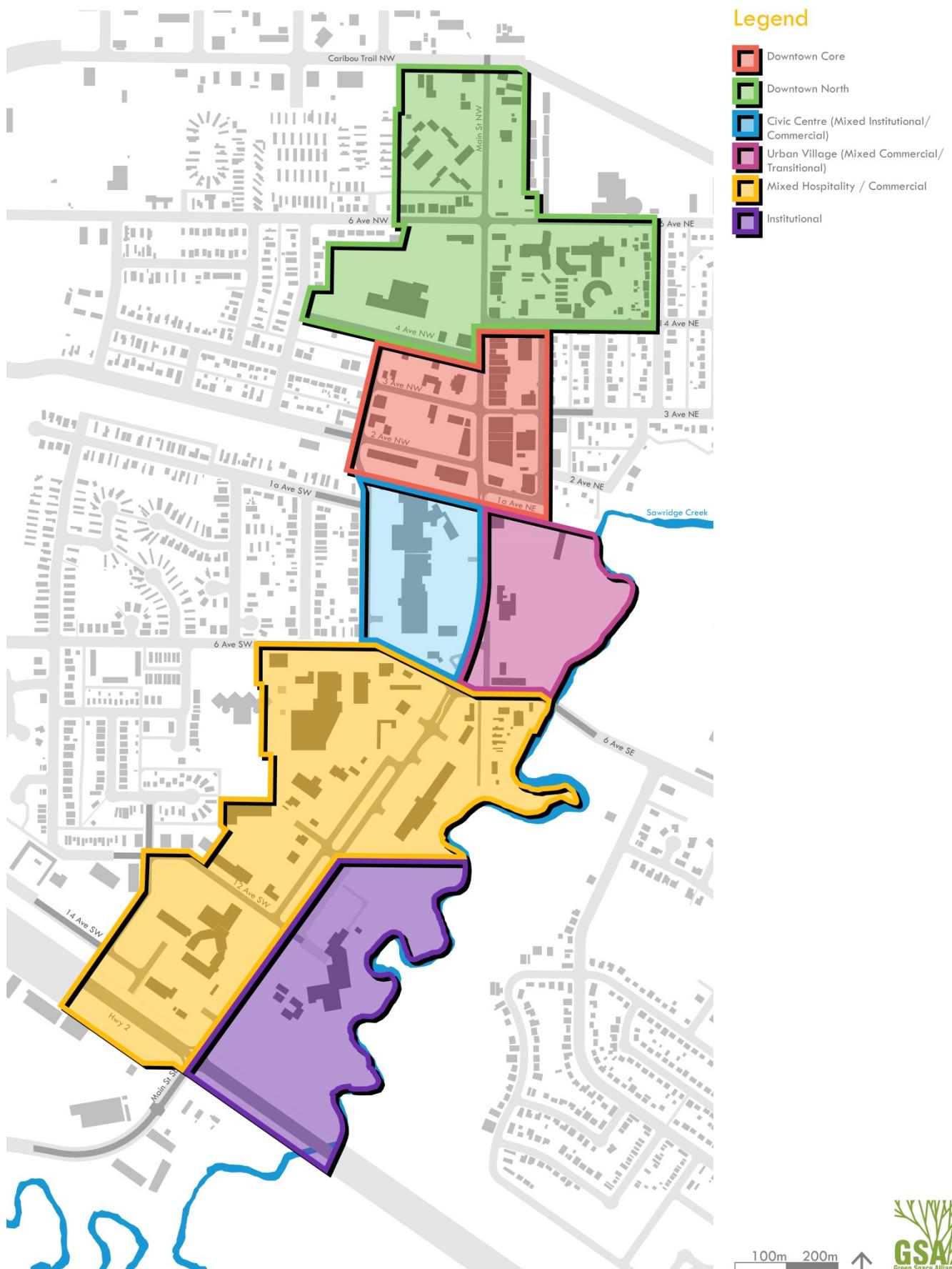
### Institutional

The Northern Lakes College campus with associated educational and residential facilities comprises the Institutional precinct.

#### Key Characteristics

- Northern Lakes College campus and Northern Lights Aquatic Centre
- College residences
- Outdoor sports field

## Map 5 Downtown and Main Street Precincts





Main Street NW



## Statutory Framework

### 3.1 Municipal Government Act

The Downtown and Main Street Area Plan has been prepared in accordance with the requirements of the Municipal Government Act (Act). Section 634 of the Act enables Council to adopt Area Redevelopment Plans (ARP) to provide a framework for the redevelopment of an area. Section 634 of the MGA specifies what an ARP must describe:

- The objectives of the Plan and how they are proposed to be achieved;
- The proposed land uses for the redevelopment area;
- If a redevelopment levy is to be imposed, the reasons for imposing it; and
- 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.

## 3.2 Tri-Council Regional Intermunicipal Development Plan (IDP) & Growth Plan

The Town of Slave Lake (the Town), the Municipal District of Lesser Slave River (the M.D.) and Sawridge First Nation constitute the Tri-Council. The Tri-Council IDP, adopted in 2015, provides a regional growth plan and land use direction for lands under the jurisdiction of these local governments. The IDP considered the population and land requirement forecasts established in the Slave Lake Growth Study, which was developed in 2007.

The IDP sets out broad economic development, social responsibility and environmental stewardship goals to manage growth, promoting an equitable distribution of costs and benefits between the partners.

The IDP includes the following objectives relevant to the Downtown and Main Street Area Plan:

### **Municipal Growth Objective 1**

Encourage future population and job growth in areas closer to existing and planned centres serviced with public facilities and infrastructure that make more efficient use of land and facilitate opportunities to preserve environmentally significant areas.

### **Municipal Growth Objective 3**

Focus future development on maximizing the use of existing infrastructure systems based on logical contiguous development staging within defined service area boundaries.

### **Land Use Concept Objective 1**

Promote compact and contiguous development with access to efficient community services while preserving lands and environmentally significant areas, not suitable for development.



View Overlooking Slave Lake

### 3.3 Town of Slave Lake Municipal Development Plan

Adopted in 2007, the Town of Slave Lake's Municipal Development Plan (MDP) outlines the vision of the local Council, citizens, the development industry and service providers with respect to the long-term development and sustainability of the community. Key MDP objectives and policies relevant to the AP include the following:

#### Objective 1

To direct public investment and planning approvals to reinforce the downtown core as both the focus for retail commercial development and the community core with an appropriate mix of residential and commercial land uses.

#### Policies

1. Reinforce downtown Slave Lake through planning approvals that support the downtown core as the focus of retail development;
2. Encourage retail floor space within office buildings fronting on Main Street;
3. Ensure that store window, sidewalk, and other streetscape development will be visually attractive to pedestrians;
4. Provide for short-stay parking both on-street and off-street to support services that will attract people downtown;
5. Encourage a mix of commercial and residential uses within and surrounding the downtown in order to enhance the vitality and viability of downtown Slave Lake;
6. Encourage higher density residential development in the areas surrounding the downtown core; and
7. Support public activities downtown through the development of public gathering places.

#### Objective 2

To encourage attractive development and to improve the visual character of downtown Slave Lake.

#### Policies

1. Encourage development which implements concepts, designs, and policies promoted in statutory and non-statutory plans and guidelines;
2. Lead by example in public development and instill pride in the community through the implementation of downtown public improvements;
3. Periodically review aesthetic standards in the Land Use Bylaw to ensure the Town develops in an attractive manner; and
4. Utilize existing regulatory bylaws for ongoing enforcement relating to unsightly and nuisance properties.



View Overlooking Slave Lake

### 3.4 Town of Slave Lake Land Use Bylaw

Developed in 2007, the Town of Slave Lake's Land Use Bylaw (LUB) governs the use and development of land and buildings within the Town, in addition to achieving orderly and economic development of the Town's land. Map 6 outlines the following LUB districts currently found within the AP boundary:

- C1 – Central Commercial
- C2 – Secondary Commercial
- C3 – Highway Commercial
- C1A – Mixed Commercial/Residential
- I – Institutional
- RMHP – Residential Mobile Home Park
- R1D – Detached Dwelling/Mobile Home
- R2 – Medium Density Residential
- R3 – High Density Residential
- R3A – High Density Apartment
- CDC – Council Direct Control District
- P – Community District

#### C1 – Central Commercial District

The Central Commercial District (C1) provides for commercial development situated in the Town of Slave Lake's central business district. The majority of land within the Downtown core along Main Street is zoned C1. Examples of key permitted uses within C1 include:

- Government Services;
- Grocery Stores;
- Offices;
- Medical Health Offices; and
- Personal Services.



Main Street SE

## C2 – Secondary Commercial District

The predominant land use district along the Main Street corridor is the Secondary Commercial District (C2) that allows for various commercial services south of the rail tracks. Examples of key permitted and discretionary uses within C2 include:

- Government Services;
- Hotels;
- Offices;
- Medical Health Offices; and
- Personal Services (Discretionary).

## C3 – Highway Commercial District

The south end of Main Street, where Main Street intersects Highway 2, is predominantly zoned Highway Commercial District (C3) and allows a variety of highway commercial uses including the following:

- Cinemas;
- Restaurants;
- Hotels;
- Shopping Centres;
- Personal Services;
- Government Services (Discretionary); and
- Medical Health Services (Discretionary).

## I – Institutional District

The Institutional district permits development of public or private educational/recreational/institutional uses, which provides services to the community. Examples of key permitted and discretionary uses include the following:

- Community institution;
- Educational establishment;
- Government services;
- Medical and health facility;
- Places of worship; and
- Parks and playgrounds.



Main Street NW



Northern Lakes College

## **RMHP – Residential Mobile Home Park District**

Located just off Main Street and along Sawridge Creek, this district provides for mobile home development on a larger lot where stalls are on a rented or leased basis. Examples of the key permitted and discretionary uses include:

- Mobile home parks;
- Convenience stores;
- Indoor recreation facility; and
- Parks and playgrounds.

## **R1D – Detached Dwelling/Mobile Home District**

This district allows for low-density residential development including a mix of detached dwellings and mobile homes located along Sawridge Creek just off of 1A Street SE. Examples of the key permitted and discretionary uses include:

- Detached Dwellings;
- Mobile Homes;
- Home-based businesses;
- Secondary suites; and
- Parks and playgrounds.

## **R2 – Medium Density Residential District**

This district, located at the periphery of the Area Plan boundary, provides for higher residential density than permitted in conventional single family districts. Examples of key permitted and discretionary uses in this district include:

- Duplexes;
- Semi-detached dwellings;
- Secondary suites;
- Detached dwellings; and
- Parks and playgrounds.

## **R3 – High Density Residential District**

This district provides for medium to high density multiple family housing units. Land parcels with R3 zoning within the AP boundary are located just off Main Street to accommodate higher density. Examples of key permitted and discretionary uses in this district include:

- Tripleplexes;
- Fourplexes;
- Row housing; and
- Town housing.



Mixed-use Development

Single Detached Residential

## R3A – High Density Apartment District

R3A district is located mainly within the southwest portion of the AP boundary. It allows residential density similar to the R3 district, but allows apartment buildings within their boundary. Examples of key permitted and discretionary uses in this district include:

- Apartments;
- Accessory buildings greater than 4.5 m (14.8 ft.) in height;
- Senior Citizen's Facilities;
- Day care facilities; and
- Supportive housing.

## C1A – Mixed Commercial Residential District

This district provides opportunities for residential development in combination with commercial developments in close proximity to Slave Lake's Central Business District. Examples of key permitted and discretionary uses in this district include:

- Financial establishments;
- Grocery stores;
- Medical and health offices;
- Offices;
- Personal services;
- Apartments above ground floor commercial establishments;
- Hotels; and
- Supportive housing.

## CDC – Council Direct Control District

The purpose of this district is to provide a zoning option for developments that could not be effectively accommodated under a different zone. Key aspects of this district include:

- Unique land use characteristics;
- Necessity for innovative ideas;
- Unusual site constraints;
- All development must comply with the provisions of any Statutory Plan affecting the land proposed to be developed; and
- All land use applications shall be regulated by appropriate development standards as deemed necessary by Council.



Medium Density Development



Industrial Development

## P – Community District

The purpose of this district is to establish an area of public land for active and passive recreational uses. Examples of key permitted and discretionary uses in this district include:

- Parks and playgrounds;
- Cemeteries;
- Indoor recreation facility; and
- Theatre.

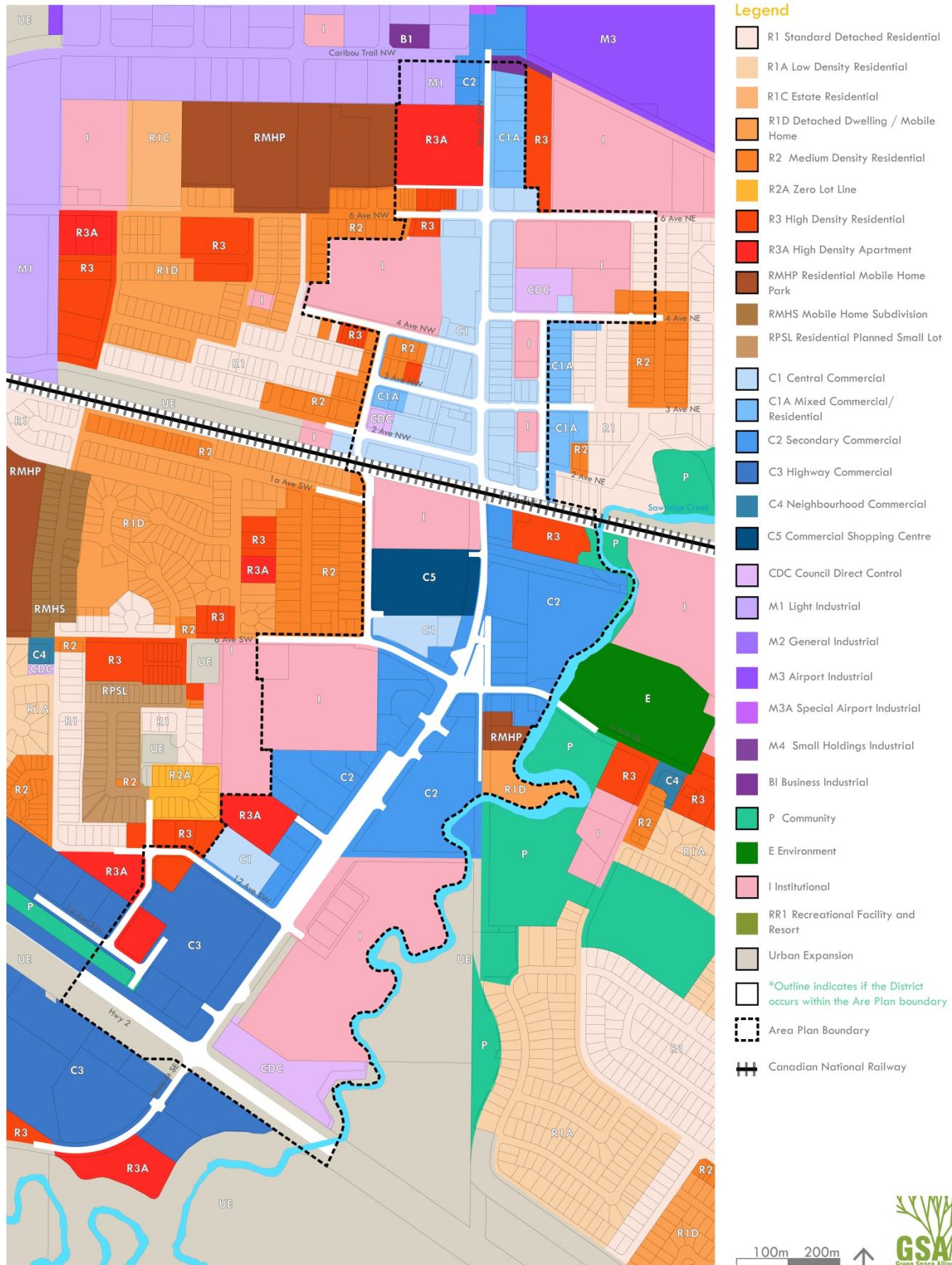


Bear Trail



Multi-rec Centre

## Map 6 Land Use Districts



### 3.5 Downtown Slave Lake Enhancement Plan

Prepared in 2010, the Slave Lake Downtown Enhancement Plan guides the revitalization of Main Street from Highway 2 to Caribou Trail. The Plan includes various elements to provide for a more pedestrian friendly environment downtown as well as add new signage with a unified theme throughout the town to direct drivers and pedestrians to key services and points of interest. The Plan also includes plans and sketches of signage and street furniture concepts that were reviewed by Town staff and Council. In addition, a draft Enhancement Plan was also created which included aspects such as capital costs and implementation recommendations.

Some aspects of the Downtown Enhancement Plan such as new wayfinding signage and decorative planters were implemented by the Town, while other recommendations such as the banner replacement program, new site furnishings, Welcome Map landscape enhancements and boulevard landscaping initiative were not implemented. However, streetscaping elements purchased by the Town that are in storage such as three information kiosks (three double sided and three double divided), forty-six banner holders with hardware, and benches. The AP provides an opportunity to revisit the public realm improvement approach and establish an integrated strategy for land use planning and public realm improvements within the area.



Streetscape of Downtown Slave Lake



Wayfinding Signage along Main Street SE



## 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 the plan, must be notified and consulted with prior to adoption of a statutory plan. A comprehensive stakeholder consultation program was an integral part of the overall plan development process.

The approach to community and stakeholder consultation for this project focused on involving four key community stakeholder groups including citizens, civic managers, civic developers, and civil society. The consultation process utilized a variety of tools including:

- A Citizen Survey;
- Steering Committee Meetings;
- Open Houses;
- Focus Group Sessions;
- A Multi-stakeholder Workshop; and
- Policy Committee.

A more detailed description of the findings from the public/stakeholder consultation process can be found within the separate Town of Slave Lake Public Consultation Summary document. However, a summary of each public consultation event is presented within the following pages.

## Citizen Survey

A custom-designed citizen survey was developed to identify key issues and opportunities for the Downtown and the Main Street areas. Paper copies of the survey were made available to citizens at the Town office. In addition, an online link was provided through the Town's website and the project website. A total of 220 responses were received. The issues and options identified through this process would inform the preferred development scenario and land use policy framework of the Area Plan.

## Steering Committee Meetings

A ten-member Steering Committee was assembled to advise the project team on an ongoing basis. The members of the Steering Committee represented a wide range of stakeholders including business owners, residents, representatives from the local Chamber of Commerce and elected officials. The Steering Committee met three times during the duration of the project to confirm the overall project direction.

## Focus Group Sessions

In January 2017, two focus group sessions were arranged and invitations were sent to all properties within the AP area. The purpose of the Focus Group Sessions was to further define issues and opportunities within the Downtown and Main Street through brainstorming discussions with groups of invested individuals. Overall, the sessions were attended by 39 individuals. The first session focussed on the business community, and the second session included local developers and key landowners within the study area. Participants were asked to outline what they liked/disliked about the Downtown and Main Street areas, their key memories of the past, key issues/opportunities, and initial ideas about future vision.

## Multi-stakeholder Workshop

In March 2017, a variety of community stakeholders including citizens, civic managers, developers and civil society members were invited to attend a multi-stakeholder consultation workshop and provide them an opportunity to collectively discuss issues related to the Downtown and Main Street areas. The purpose of the Multi-Stakeholder Workshop was to review and develop future development scenarios through interactive brainstorming exercises. In total, 18 stakeholders with a wide range of backgrounds attended the workshop.

Stakeholders, split into five groups, were asked to provide feedback on two future development scenarios developed by the consulting team. Each group was also asked to develop their preferred Future Development Scenario. In addition, the groups were asked to brainstorm potential branding/themes for Slave Lake and their general aspirations for the design character of the town.



Focus Group Session (January 2017)



Multi-stakeholder Workshop (March 2017)

## Open Houses

In order to provide a transparent and all-inclusive process, all residents of Slave Lake were invited to attend a series of Open Houses. The open house sessions were widely advertised via newspaper advertisements as well as website updates.

The first Open House was organized in January 2017, with the purpose of introducing the project to the public and identifying preliminary issues and opportunities. During the first open house, members of the public were asked to provide their initial input regarding key challenges and potential opportunities associated with the Downtown and Main Street areas. In addition, an interactive activity was designed to seek their input regarding issues such as downtown image, character and preferred built form. In particular, participants were asked to sort through various images of built form, streetscapes and open spaces and select examples they liked, and those they disliked.

The second Open House was organized in March 2017 to display and collect feedback regarding the Area Plan vision and policies as well as Urban Design Handbook guidelines. Overall, a total of 31 residents attended the sessions.

The second open house focussed on two future development scenarios, both prepared based on the findings of the first open house and supported by conceptual designs to convey the proposals. The first scenario contained ambitious urban design interventions and medium to high density development options, the second less substantial development, but still supported by effective urban design.

A Public Hearing was organized in October 2017 to provide citizens an additional opportunity to comment on the final draft of the Area Plan before Council approval.

## Policy Committee

An inter-departmental policy committee comprised of senior Town staff was established. Various drafts of the Area Plan were circulated to the Policy Committee for their review and input related to their area of expertise.



Open House (January 2017)



Open House (March 2017)

## 4.2 Issues and Opportunities

Preliminary issues and opportunities within the Downtown and Main Street, identified by the project team, were displayed at Open House 1. Participants of Open House 1 were encouraged to correct, modify and build upon the provided preliminary issues and opportunities. The following issues and opportunities were identified.

### Downtown North

#### Issues

- Poor lighting of pedestrian environment.
- No visual continuity from the Downtown core.
- Wide variety of uses – does not feel cohesive.
- Poor pedestrian/cyclist facilities (narrow sidewalk along roadway). Including pedestrian lights at traffic lights.

#### Opportunities

- Enhance commercial frontages facing open space of E.G Wahlstrom School.
- Create a civic gathering/ events space in front of E.G Wahlstrom School.
- Improve lighting of sidewalk along Main Street.
- Add Wayfinding to local civic, parks and ecological destinations.
- Connect walking trails from Highway 88 and 'Bear Trails' to Downtown North.

### Civic Centre (Mixed Institutional/Commercial)

#### Issues

- Parking lots separating building frontages from sidewalks and streets and lack of landscaping.
- Wide vehicle corridor that does not encourage pedestrian or cyclist activity.
- Civic centre lacks a significant street presence.

#### Opportunities

- Build upon existing greenery within the pedestrian realm.
- Develop a passive parkette.
- Improve street presence of civic building including better pedestrian connections and improve prominence of street entrance.

### Downtown Core

#### Issues

- Lack of pedestrian scale lighting.
- Unattractive/unengaging storefront displays and building facades.
- Larger grain built form.
- Lack of commercial frontages on western edge.
- Lack of street furniture.
- Lack of connecting elements to tie to Hwy 2.
- Minimal pedestrian amenities to encourage people to stay and walk the downtown area.
- Lack of civic centre destination features.
- Too utilitarian looking. Needs more attractive facades.
- Focus effort here!
- Need something – parking/picnic area to draw people downtown.

#### Opportunities

- Public art installations.
- Pedestrian scale lighting.
- Minilith wayfinding/ information signs.
- Increase cyclist facilities.
- Enhance wide sidewalks and bulb out areas for multiuse gathering/landscape and pedestrian amenity areas.
- Create gateway features that identify downtown core entrances.
- Add Wayfinding to local civic, parks and ecological destinations.
- Improve trail connection to Sawridge Creek (consistent multiuse trail).

### Urban Village (Mixed Commercial/Transitional)

#### Issues

- Connection to creek/stream.
- Mono walk along the east side of the busy roadway does not encourage pedestrian or cyclist activity.
- Poorly defined pedestrian crosswalk.
- Need to drive people/traffic downtown by tax /development incentives.
- Find a way to attract unique business that will sustain.

#### Opportunities

- Connection to Sawridge Creek.
- Enhance pedestrian environment by separating the sidewalk and adding boulevard trees.
- Improve trail connection to Sawridge Creek (consistent multiuse trail).
- Add Wayfinding to local civic, parks and ecological destinations.

### Mixed Hospitality/Commercial

#### Issues

- Large boulevard.
- Unengaging pedestrian environment.
- Lack of screening and separation between parking surfaces typically required to soften extent of parking fields.
- Some of the ugliest buildings in Town.
- Get rid of hotel behind Boston Pizza.
- Curling rink not attractive.

#### Opportunities

- Enhance built form interaction with service road.
- Improve pedestrian connections from service road to Main Street.
- Close proximity to Hwy 2 draws in motorist.
- Wide street corridor provides an opportunity for a high quality experience for all users (Pedestrians, Cyclists, and vehicular).
- Opportunity to provide a continuous multiuse trail with landscaping and rest areas.

### Institutional

#### Issues

- Lack of visual cues to Downtown and Main Street.
- Large scale land parcels with a large prominent parking field does not encourage pedestrian or cyclist activity.
- Lack of connection to Sawridge Creek trail network.

#### Opportunities

- Connection to Sawridge Creek.
- Public art.
- Visual cues to Downtown.
- Possible to use 11 Avenue road right-of way to make a connection with the Sawridge Creek trail network.
- Add Wayfinding to local civic, parks and ecological destinations.



# Vision and Guiding Principles

## 5.1 Vision

The following vision statement for the Downtown and Main Street areas was developed in consultation with the Steering Committee and stakeholders. The long-term vision for Slave Lake 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 Downtown and Main Street areas of Slave Lake will be...**

### Vibrant

- Populated by a variety of unique commercial uses that contribute to the quality of day-to-day life of residents.
- Home to a diversity of residents living within higher density and mixed use residential built forms.

### A Gathering Place

- The central location for hosting frequent year-round outdoor events.
- A gathering area for people coming together within public spaces.

### Charming

- Identified as having a distinct character that is welcoming to residents and tourists alike.
- Reflective of a town theme that embraces the unique character and assets of Slave Lake.

### Tourist Oriented

- Tourist-friendly and offer a variety of amenities/opportunities related to tourism.
- Strongly connected to and celebrate the waterfront of Slave Lake.



Open House (March 2017)

welcoming a place where people want to go  
social charming walkable a beautiful united community  
easy to navigate productive  
exciting vibrant warm  
safe and enjoyable for foot and vehicle traffic active a bustling commercial hub  
thriving sustainable  
full of local businesses a gathering place cozy



Focus Group Session (January 2017)

## 5.2 Guiding Principles

The following guiding principles were derived through stakeholder consultation and help direct the realization of the AP Vision.



### Expand and Build Upon Existing Downtown Assets

- Build upon existing assets of downtown such as streetscape elements, local business investment, public spaces and connections to surrounding neighbourhoods.
- Promote the redevelopment of vacant lots within downtown for mixed use commercial/residential developments.
- Expand the downtown experience north of existing Downtown Core.
- Continue the downtown pedestrian character south of the Canadian National Railway through streetscaping elements and prioritization of pedestrians.
- Strengthen the public realm connection to seniors housing within close proximity to the downtown core.

### Enhance Downtown's Connections to Lesser Slave Lake

- Improve pedestrian and vehicular connections from downtown to the Lesser Slave Lake waterfront.
- Establish strong visual cues along Highway 2 to attract traffic towards downtown and the Lesser Slave Lake waterfront.
- Communicate the presence of and relationship with Lesser Slave Lake through public art features.
- Enhance wayfinding signage to identify connections to the Lesser Slave Lake waterfront.

### Promote Downtown as a Celebration Place

- Identify and improve an area downtown as a major hub for hosting year-round outdoor events.
- Establish a strong sense of entrance and arrival to the downtown core.
- Establish a unique year-round public gathering place in the heart of downtown.
- Support municipal programming dedicated to attracting and hosting frequent year-round small and large-scale events/festivals downtown.



### Foster the Integration of Downtown and Main Street

- Invest in a well-designed Main Street that utilizes common/similar public realm features to create a visual relationship between the Downtown Core and Main Street areas.
- Support the development of continuous commercial frontages located adjacent to and along Main Street.
- Promote active commercial frontages at pedestrian level.
- Improve pedestrian safety along Main Street through enhancing infrastructure such as sidewalks, designated crosswalks, streetscape amenities and signage.

### Improve Open Spaces and Trail Connections

- Connect the downtown core and Main Street areas through a series of connected open spaces.
- Improve the quality and quantity of open spaces in downtown.
- Establish an interconnected trail network connecting open spaces by closing gaps between existing local and regional trails.
- Provide open spaces that are adaptive for informal leisurely use as well as structured event gatherings.

### Develop Unique Image and Promote Mixed-use Developments

- Establish a unique built form vision for various character precincts within Downtown and Main Street areas.
- Establish a boutique feel for the Downtown Core by supporting unique local businesses.
- Focus on establishing unique places within downtown.
- Promote a variety of uses and building typologies.
- Provide appropriate transition at the periphery of the Downtown and Main Street areas by respecting the scale of surrounding residential areas.



Rene Hall Plaza, Downtown Slave Lake



## Development Concept

### 6.1 Realization of Vision

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

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

## 6.2 Development Concept

The future Development Concept for the Downtown and Main Street areas for Town of Slave Lake is identified in Map 7. A number of public and private realm initiatives are illustrated in the development concept. The collaboration of various aspects incorporated within the Development Concept help to realize the Area Plan vision. Although the Development Concept illustrated in Map 7 showcases a preferred scenario, other variations/approaches may also achieve similar outcomes. As a result, the development concept should be referred to by municipal staff and the development industry as a guiding concept while taking key development decisions.

The Development Concept will be implemented through the policy framework established within the Area Plan.

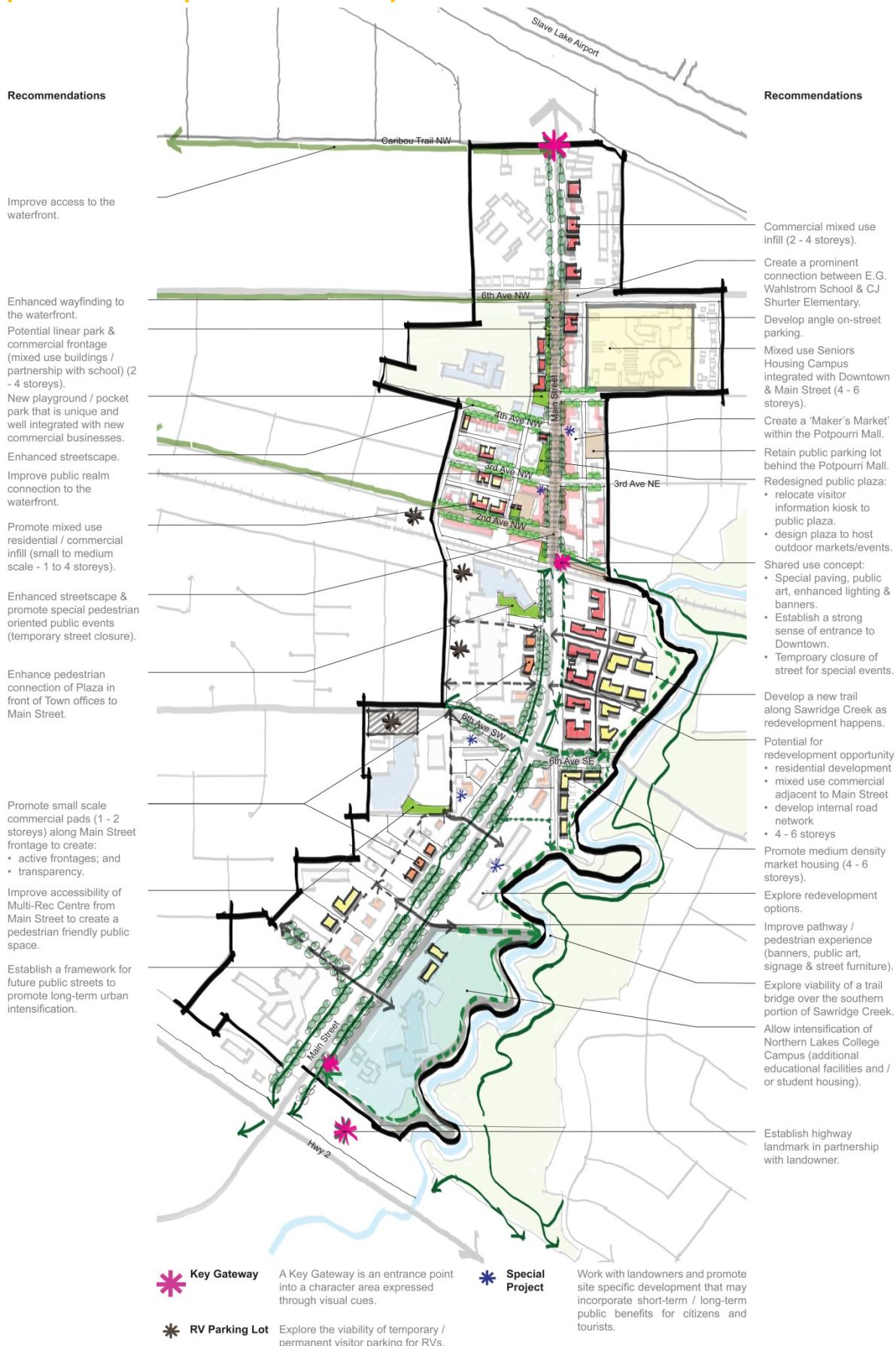
Linking the Development Concept to Area Plan policies provides a clear and implementable direction for the future development of the Downtown and Main Street areas. The policies established in the subsequent chapters define minimum expectations from the Town, citizens and the development industry during the future town building process.

The Development Concept is further explained through additional illustrations on page 44 (Area Plan Overview) and page 45 (Land Use, Public Realm and Street Network). These illustrations provide additional details about the preferred built form, urban design and planning vision for the AP area.



Rene Hall Plaza, Downtown Slave Lake

## Map 7 Development Concept



## Area Plan Overview

Downtown North



Downtown Core



Civic Centre



Mixed-use Development



Hospitality Precinct



Linear Park



Urban Village



Institutional Expansion



Gateway



**Land Use****Public Realm****Street Network**



Main Street NW

## 7



## Policy Framework

The policy framework established in this Plan is divided into the following key themes:

- General Land Use and Development;
- Precinct Specific Land Use and Development;
- Public Realm;
- Transportation;
- Servicing;
- Arts, Culture and Tourism; and
- Winter Design.

## Town of Slave Lake

### General Land Use and Development

Establishes policies related to land use and development throughout the Plan area in order to implement the desired long-term vision.

### Precinct Specific Land Use and Development

Establishes policies related to preferred land use mix in each precinct area as well as addresses issues related to physical built form including height and character of buildings.

### Public Realm

Establishes policies related to open spaces, parks, trail network as well as other pedestrian and active transportation connections.

### Transportation

Establishes policies related to vehicular transportation infrastructure including road right-of-ways, streetscaping, future connections, intersection improvements and integration with other modes of transportation.

### Servicing

Establishes policies related to future servicing expectations for the Plan area, which are necessary to achieve the potential Downtown and Main Street areas revitalization.

### Art, Culture and Tourism

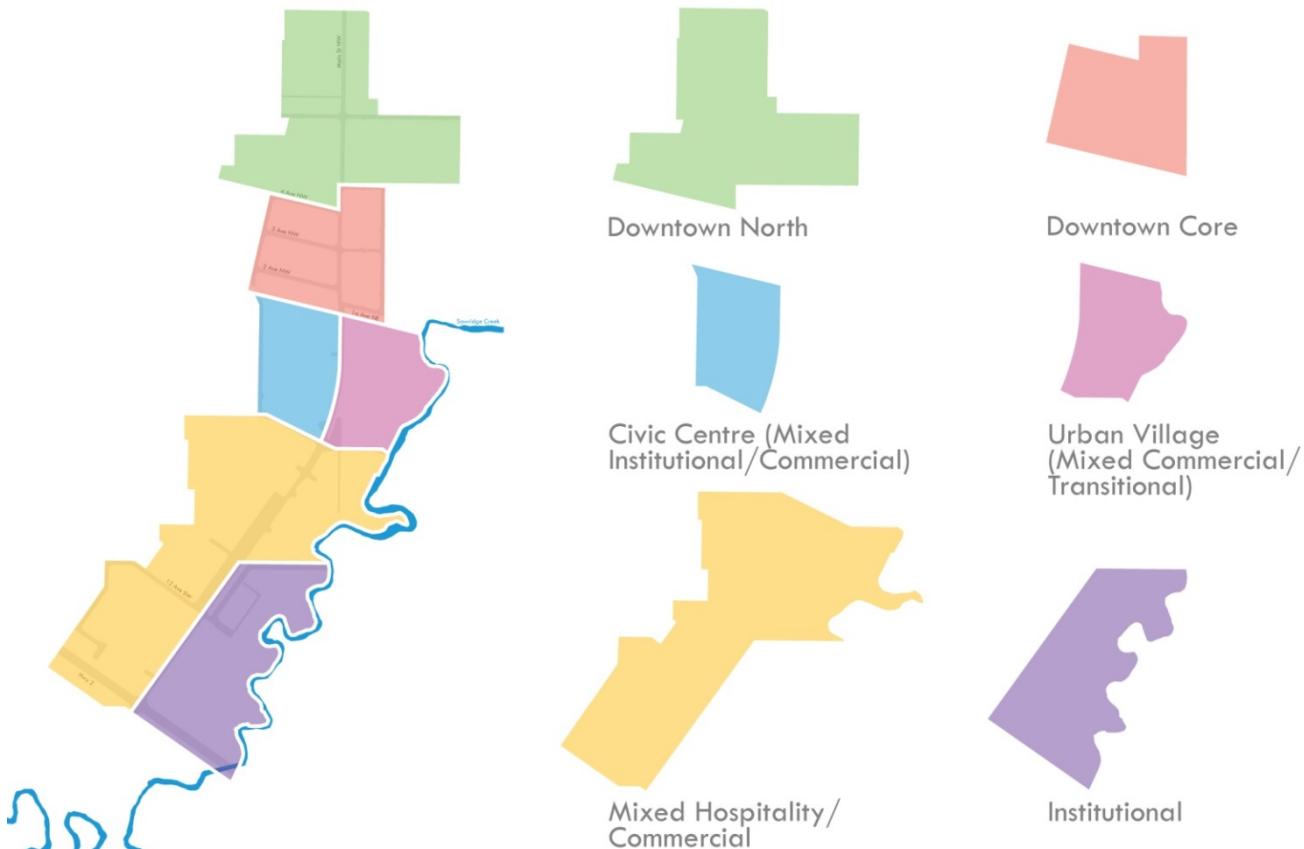
Establishes policies related to art, culture, events, celebration areas and public art expectations within the Plan area.

### Winter Design

Establishes policies to promote incorporation of winter design principles in public and private realm projects.

## Downtown Precincts

In order to provide detailed direction for the realization of the Area Plan Vision, specific land use and development objectives and policies for the following six character precincts are established. They include the Downtown Core, Downtown North, Civic Centre (Mixed Institutional/Commercial), Urban Village (Mixed Commercial/Transitional), Mixed Hospitality/Commercial, and Institutional precincts.



## Application of the Downtown Policy Framework

In order to achieve long-term revitalization of the Downtown and Main Street areas, application of multiple policies in each subsection is essential to attain expected outcomes.

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

Once the preferred development type suitable for the subject site is established, additional general policies related to public realm, transportation, servicing, art, culture and tourism as well as winter design should be referred to ensure the development meets other development criteria necessary to establish a vibrant downtown.

The Area Plan policy framework provides a set of 'prescriptive' regulations for future development. The urban design guidelines established in the Urban Design Handbook provide additional guidance and flexibility to achieve intended outcomes.

Land Use and Development	Public Realm	Transportation	Servicing	Art, Culture and Tourism	Winter Design
<p>Precinct Policies (land use and built form)</p> <ul style="list-style-type: none"> <li>Downtown Core</li> <li>Downtown North</li> <li>Civic Centre (Mixed Institutional/Commercial)</li> <li>Urban Village (Mixed Commercial/Transitional)</li> <li>Mixed Hospitality/Commercial Institutional</li> </ul>	<ul style="list-style-type: none"> <li>Open spaces</li> <li>Trails</li> <li>Plazas</li> <li>Linear parks</li> <li>Public realm improvements</li> <li>Streetscapes</li> <li>Gateways</li> <li>Placemaking</li> </ul>	<ul style="list-style-type: none"> <li>Roadway rehabilitation</li> <li>Streetscape improvements</li> <li>Future connections</li> <li>Transit</li> <li>Active transportation</li> </ul>	<ul style="list-style-type: none"> <li>Water network</li> <li>Sanitary network</li> <li>Stormwater management</li> <li>Development and off-site levies</li> </ul>	<ul style="list-style-type: none"> <li>Events</li> <li>Open space programming</li> <li>Cultural identity</li> <li>Public art</li> <li>Branding</li> <li>Tourism</li> </ul>	<ul style="list-style-type: none"> <li>Winter programming</li> <li>Winter design</li> <li>Winter lighting</li> </ul>

Precinct-specific policies

Policies applicable to entire Plan area



Slave Lake

## 7.1 General Land Use and Development Policies

The land use and development policies provide direction for preferred land use patterns in the Plan area and built form design necessary to complement the land use vision. Over time, the realization of land use and development objectives will help establish a mixed-use, fine grain and walkable urban fabric for the Downtown and Main Street areas. Development of a mixed-use and walkable downtown would help re-establish the downtown as a key regional destination and help improve quality of life for citizens of Slave Lake.

The following objectives and general policies are relevant to the Plan area as a whole. Land use and development throughout the Plan area are required to work in unison to create cohesion. Additional precinct-specific policies should be referred to for detailed direction for developments in each precinct.

### Objectives

- Support land use patterns and built forms throughout Downtown and Main Street that contribute to creating an engaging pedestrian experience.
- Provide appropriate transition between non-compatible land use patterns.
- Increase the liveliness and activity within Downtown through encouraging mixed use commercial/residential developments.
- Promote new housing developments within Downtown and Main Street areas.

### Policies

7.1.1 Future land use pattern in the Downtown and Main Street areas shall be in general accordance with Map 8.

7.1.2 Develop a land use pattern that establishes unique commercial uses within the Downtown Core and complementary commercial uses within the Main Street area south of the Canadian National Railway.

7.1.3 The Town shall encourage development of stand-alone and mixed-use residential building types throughout the Downtown and Main Street areas.

7.1.4 Commercial development in the Downtown and Main Street areas shall conform to the following criteria:

- a. Promote pedestrian-oriented ground-floor commercial retail uses (personal services, boutique stores, restaurants/cafes etc.) throughout the plan area.
- b. Promote office uses in floors above ground-floor commercial retail uses.
- c. Large-scale commercial anchors (grocery stores, destination uses etc.) in the Downtown Core shall be promoted subject to creation of pedestrian-friendly land use and built form character.
- d. Small-scale boutique businesses offering personal services with frequent customer visits should be directed to Main Street NW.
- e. Consider auto-oriented commercial uses that require large surface parking areas along Main Street SE.

7.1.5 Institutional uses may be considered throughout downtown, subject to adherence to the intent for the underlying precinct provided they positively contribute to improving the pedestrian character at the street level.

7.1.6 Expansion of existing institutional uses within areas designated for institutional uses in Map 8 shall be encouraged.

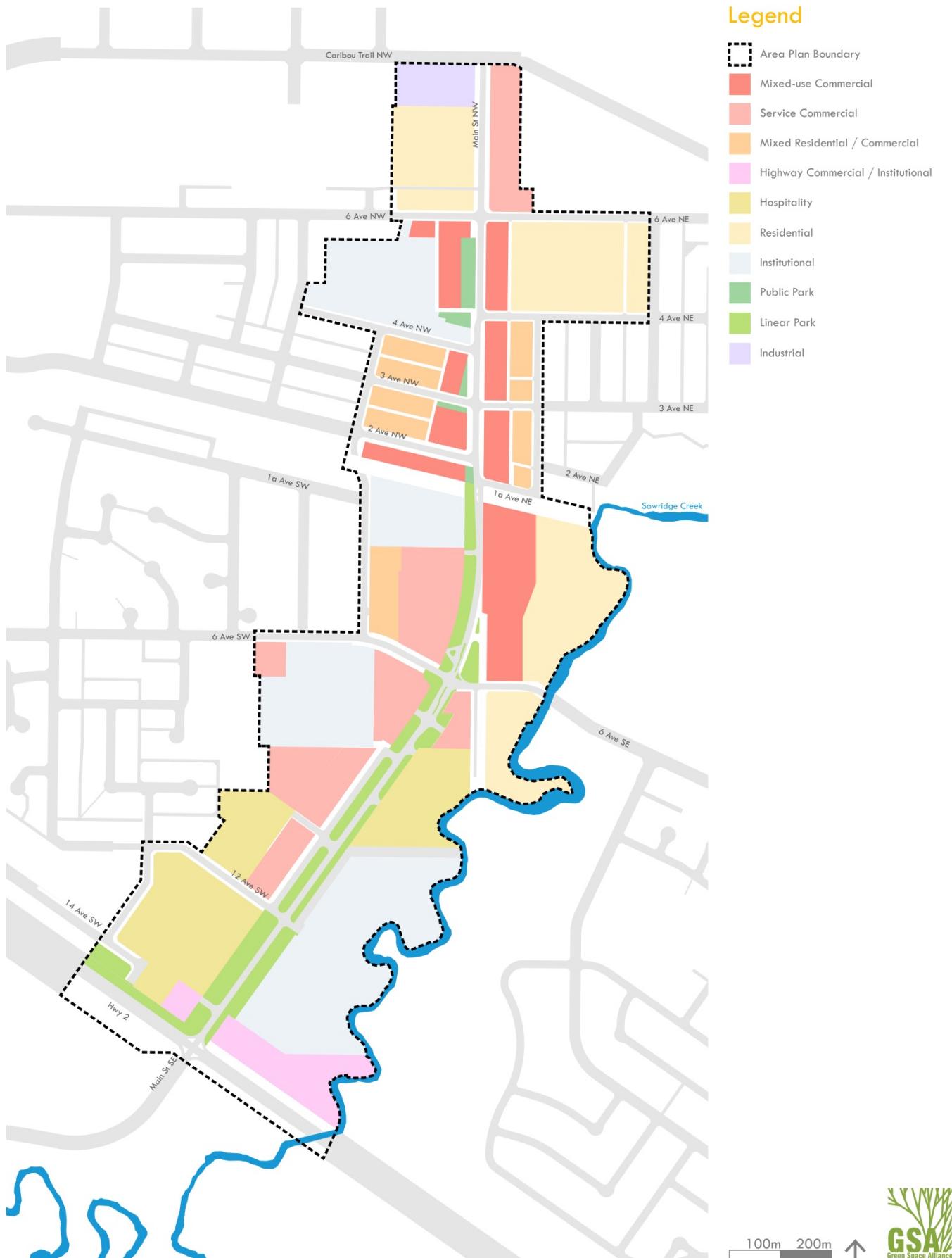
7.1.7 The Town should work in collaboration with landowners throughout the Plan area to promote site-specific development that may incorporate short-term and/or long-term public benefits for citizens and tourists.

7.1.8 Opportunities for partnering with private landowners shall be sought out to improve public access to civic buildings and amenities.

7.1.9 Overall building massing, aesthetics, theme, materials/colours and facade character shall be in accordance with the direction established in the Urban Design Handbook established for the Plan area.

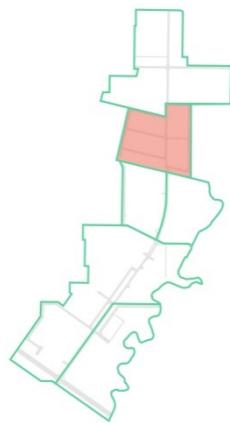
- a. Building placement and orientation shall frame public streets and provide active frontages.
- b. Building heights shall respect building heights within surrounding areas and provide appropriate setbacks and stepbacks.

## Map 8 Land Use and Development

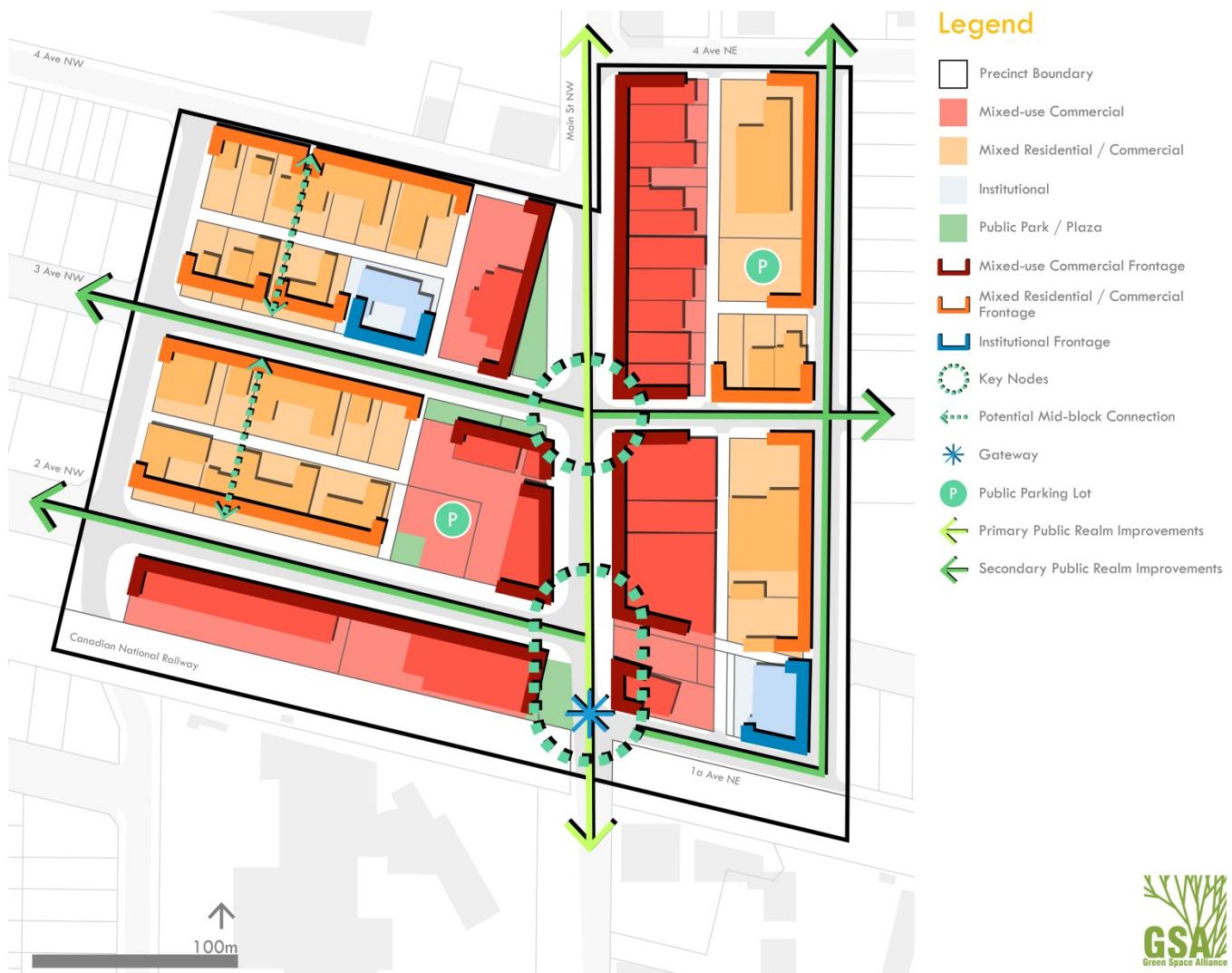


## 7.2 Downtown Core Precinct

The Downtown Core is envisioned to be developed as a prominent unique commercial hub and heart of the community. Mixed use residential/commercial developments will be compatible with the surrounding neighbourhoods. The presence of walkable main street environment and a variety of public spaces will re-establish the Downtown Core as a true local and regional destination for all age groups.



## Map 9 Downtown Core



## Objectives

- To emphasize the Downtown Core as a unique commercial area and expand the variety of commercial uses.
- To encourage the conversion of residential uses into mixed use residential/commercial uses.
- To provide appropriate transition from Downtown Core to surrounding neighbourhoods.
- To encourage active street frontages to attract residents and visitors alike.

## Policies

7.2.1 Future development within the Downtown Core character precinct shall be in accordance with the policy framework established within this section and also identified in Map 9 Downtown Core.

### Land Use

7.2.2 The Town shall continue to maintain and enhance the Downtown Core as the central commercial hub of Slave Lake. Special emphasis should be placed on attracting key anchor businesses and or services to the Downtown Core.

7.2.3 Commercial land use districts within the Downtown Core shall provide for unique commercial land use classes that provide personal services and attract a high frequency of daily customer visits using variety of active and passive transportation modes.

7.2.4 New commercial/institutional and residential developments shall be encouraged to utilize design measures, included within the Downtown and Main Street Urban Design Handbook, that may contribute positively to establish the downtown as destination of choice for tourists visiting the Slave Lake region and attract them to downtown to get necessary personal services during their visits.

7.2.5 The Town shall promote redevelopment of vacant lots and existing residential developments into mixed use medium-density residential/commercial developments throughout the Downtown Core.

7.2.6 Existing single detached residential land use districts shall be encouraged to incorporate mixed residential/commercial uses. The Town shall promote new commercial/institutional anchors at key locations along Main Street NW and other potential redevelopment sites.

7.2.7 The Town shall work with landowners of existing buildings such as the Potpourri Mall, the Theatre and other vacant buildings within Downtown Core precinct to explore the viability of unique uses, shared facilities (such as the Potpourri Mall internal pedestrian access from Main Street NW to the public parking lot east of Main Street NW) and uses that may provide short-term/long-term public benefits and opportunities.

7.2.8 The Town shall install the existing Town owned information kiosks within the Downtown Core in order to provide for the display of information regarding local points of interest and maps.

7.2.9 Public parking lots within the Downtown Core shall be maintained and effectively promoted through wayfinding signage.



## Built Form

### Typologies

7.2.10 The Town shall consider and encourage the following building typologies within this precinct:

- a. Stand-alone commercial and institutional anchor buildings;
- b. Office buildings with active commercial uses along the ground level; and
- c. Residential apartment buildings with commercial uses along the ground level.
- d. Stand-alone residential buildings that do not contain any commercial use portion should be discouraged.
- e. Office and commercial uses shall be allowed within existing residential stand-alone buildings.

### Heights

7.2.11 Future building heights within the Downtown Core shall be in accordance with the following criteria:

- a. Maximum building height shall be 4 storeys. Additional building height may be considered at corner locations on a case-by-case basis.
- b. New buildings shall be encouraged to include a minimum 2 storey building wall along public frontage.
- c. Redevelopment of vacant sites into one-storey residential buildings should be discouraged, but may be considered on a case-by-case basis.

7.2.12 For developments at the periphery of the Downtown Core, the Town may require an appropriate stepback for upper storeys to provide appropriate transition from surrounding residential uses.

### Setbacks

7.2.13 Developments along Main Street NW shall provide zero front and side setbacks in order to establish continuous building frontages. Partial building setbacks or recessions along front lot line may be considered to allow outdoor patios and public amenity areas that may enhance the pedestrian experience.

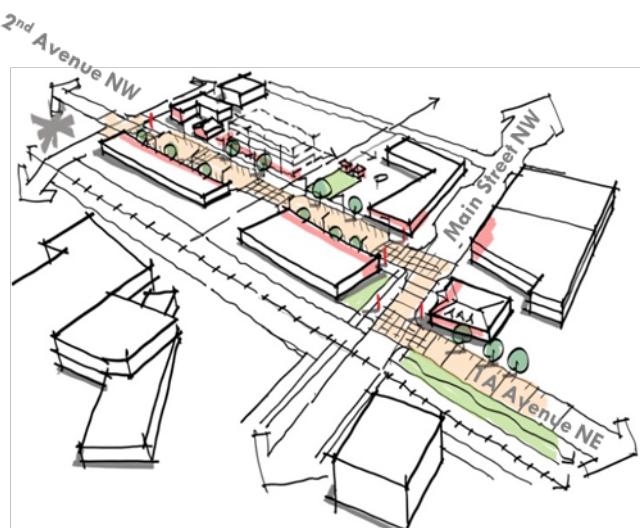
7.2.14 Mixed-use buildings fronting all other streets shall provide a front setback in order to provide a minimum 3.0m wide pedestrian sidewalk.

- a. Stand-alone residential buildings, if considered, shall provide a minimum 3.0m front setback to ensure appropriate privacy for ground floor units. Buildings with residential units at ground floor shall provide landscaped gardens in their front setback.

### Building Orientation

7.2.15 Development shall be positioned towards public streets with associated parking located behind the building and screened appropriately from public view.

7.2.16 New commercial, residential, institutional and mixed-use buildings shall be required to provide their principal pedestrian entrances along public streets. Multiple building entrances shall be encouraged to improve pedestrian activity at ground level.



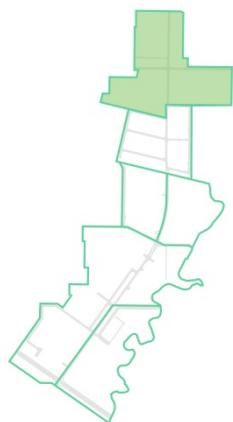
Temporary Closure of 2nd Ave NW and 1a Ave NE for Events



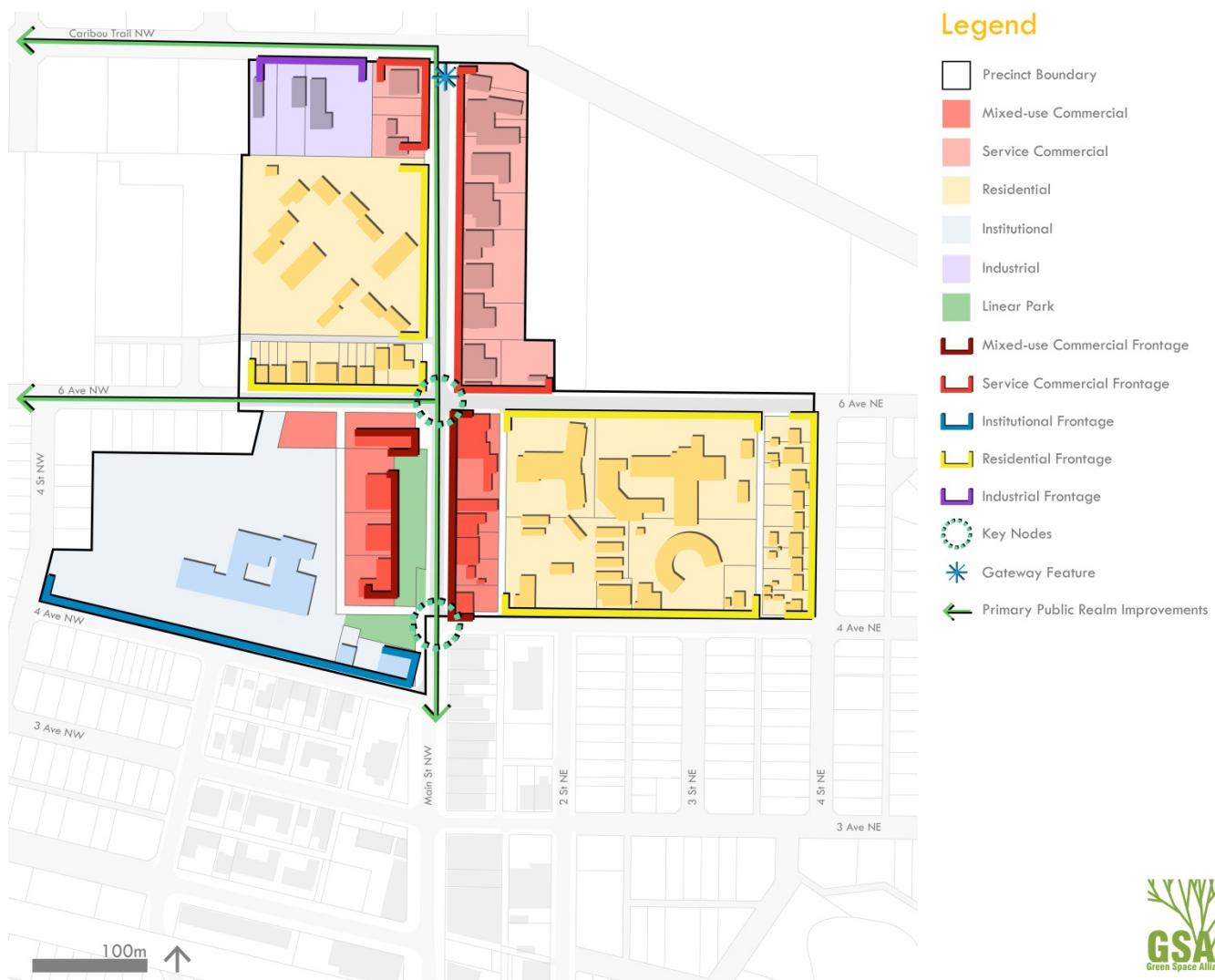
Renee Hall Plaza

## 7.3 Downtown North Precinct

The Downtown North precinct is intended to be developed as a natural expansion of the commercial activity within Downtown. Land uses and built forms are envisioned to work in unison with Downtown and the surrounding uses. Building on existing assets, a unique opportunity exists to establish a new family-friendly destination/place in this part of the town.



## Map 10 Downtown North



## Objectives

- Expand and reflect the commercial presence of Downtown northwards along both sides of Main Street.
- Integrate the Downtown with existing seniors' residential area.
- Promote family-friendly uses/activities to complement activities/uses in Downtown Core.

## Policies

7.3.1 Future development within the Downtown North precinct shall be in accordance with the policy framework established within this section and also identified in Map 10 Downtown North.

### Land Use

7.3.2 The Town shall use the following criteria to promote mixed-use developments in the Downtown North precinct:

- Pedestrian-oriented commercial uses shall be encouraged along Main Street NW between 4<sup>th</sup> Avenue NW and 6<sup>th</sup> Avenue NE;
- Mixed service commercial uses (wide variety of commercial uses that require larger land parcels and buildings than within the Downtown Core) shall be encouraged along Main Street NW between 6<sup>th</sup> Avenue NE and Caribou Trail NW;
- Seniors housing and related amenities shall be promoted within urban block located between 4<sup>th</sup> Avenue NE, 6<sup>th</sup> Avenue NE and rear alleys behind Main Street NW and 4<sup>th</sup> Street NE; and
- Unique public uses (such as an outdoor event space/plaza) shall be promoted to enhance the appeal of this precinct as a key destination.

7.3.3 Land uses surrounding existing seniors' housing areas shall be compatible with the residential nature of the precinct and provide complementary amenities to improve the overall appeal of the area for seniors' friendly activities.

7.3.4 The Town shall continue to work with the High Prairie School Division (HPSD) to explore the feasibility of utilizing the portion of E. G. Wahlstrom school land along Main Street NW frontage for the following uses that may significantly strengthen the urban fabric of this precinct and contribute positively to establishing this area as a key downtown destination.

- Children's playground/family-friendly outdoor plaza;
- A linear park; and
- Commercial mixed-use infill development to complement existing commercial frontage along eastern side of the Main Street NW.



**Built Form****Typologies**

7.3.5 The Town shall consider and encourage the following building typologies within this precinct:

- a. Stand-alone commercial buildings along Main Street;
- b. Seniors' housing campus and amenities between 4<sup>th</sup> Avenue NE and 6<sup>th</sup> Avenue NE; and
- c. Mixed use residential/commercial buildings along the east side of Main Street NW and north of 6<sup>th</sup> Avenue NE.

**Heights**

7.3.6 Future building heights within the Downtown North shall be in accordance the following criteria:

- a. Maximum building height shall be 4 storeys. Additional building height may be considered at corner locations or in seniors' complex on a case-by-case basis.
- b. New buildings shall be encouraged to include a minimum 2 storey building/streetwall along public frontage.

**Setbacks**

7.3.6.1 New development shall be positioned towards public streets with associated parking located behind the building and screened appropriately from public view.

7.3.7 Potential commercial buildings west of Main Street shall provide a front setback to accommodate pedestrian-oriented activities including wider multi-purpose Boulevard, outdoor patios, seating areas and enhanced landscaping elements.

7.3.8 Commercial buildings east of Main Street located between 4<sup>th</sup> Avenue NE and 6<sup>th</sup> Avenue NE shall provide a zero (0) front lot line and side lot line setback.

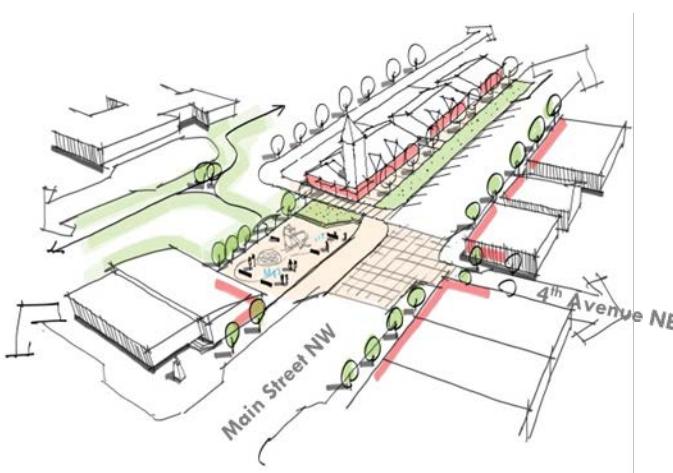
7.3.9 New service commercial mixed-use buildings located east of Main Street NW between 6<sup>th</sup> Avenue NE and Caribou Trail NW shall provide a minimum 3.0m front setback.

7.3.10 New residential infill developments including developments within the potential seniors' complex shall provide 3.0m front setback along public roadways.

**Landscaping**

7.3.11 New developments will be required to incorporate unique landscape features to complement the nature of the development and public realm vision for the area:

- a. Developments with residential units at ground-floor level shall provide landscaped gardens in their front yards.
- b. Developments with retail commercial uses at ground-floor level shall provide hard landscape features (such as patios or surfaces for seating amenities) within their front setbacks.



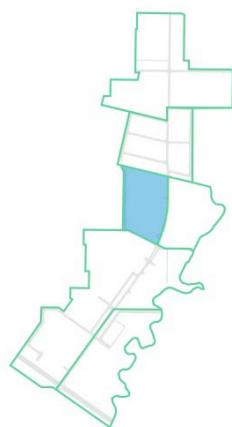
Linear Park and Family Oriented Public Amenity Area Concept



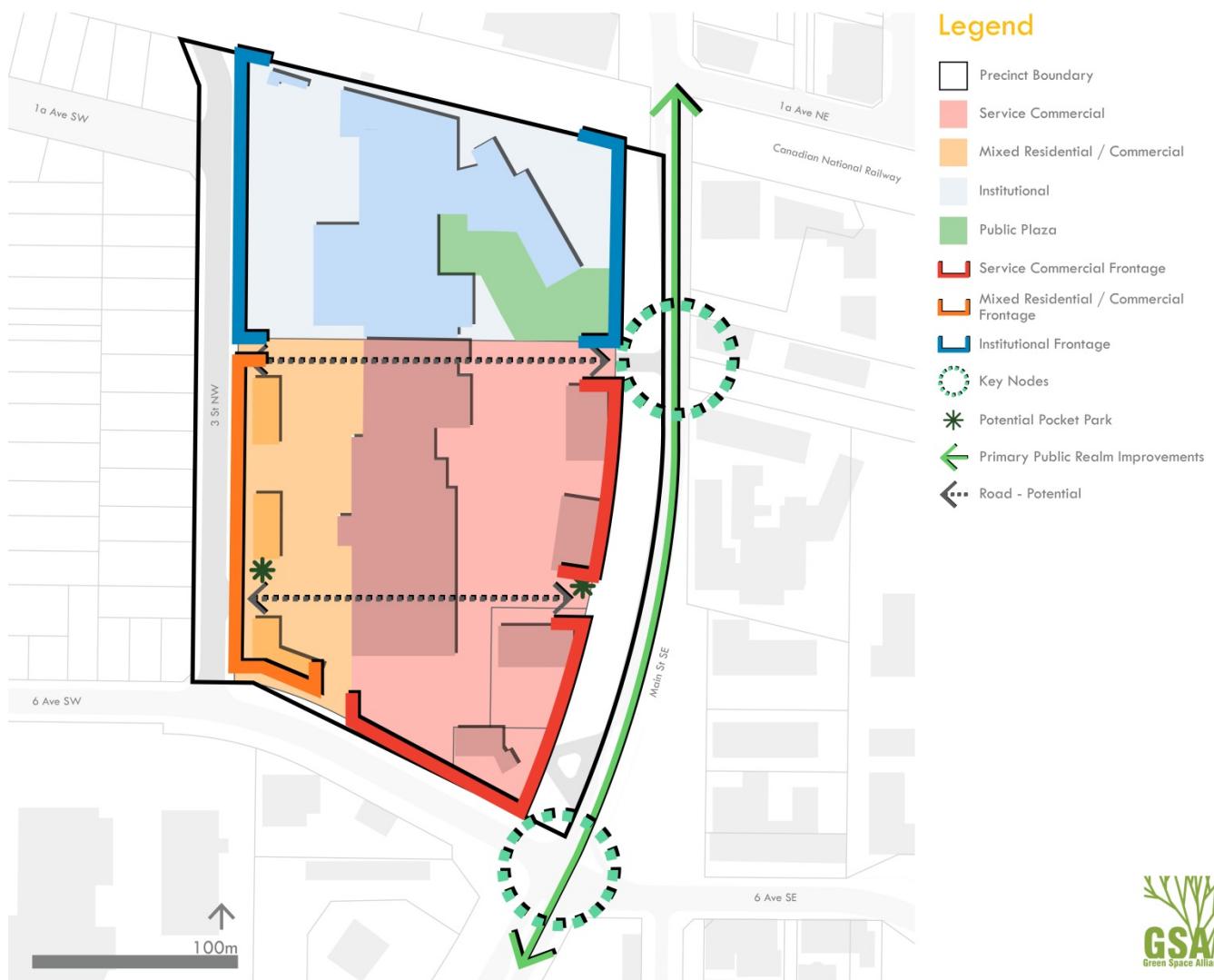
Main Street Commercial Façade – Camrose

## 7.4 Civic Centre (Mixed Institutional/Commercial) Precinct

The Civic Centre (Mixed Institutional/Commercial) precinct is envisioned to be the heart of civic activities in the Town with a variety of government, institutional and large-scale commercial uses. High quality public spaces are also envisioned within this area to accommodate a variety of civic activities and large-scale public gatherings.



### Map 11 Civic Centre (Mixed Institutional/Commercial)



## Objectives

- Promote intensification within this precinct.
- Improve commercial and pedestrian interface along Main Street SE.

## Policies

7.4.1 Future development within the Civic Centre (Mixed Institutional/Commercial) precinct shall be in accordance with the policy framework established within this section and also identified in Map 11 Civic Centre (Mixed Institutional/Commercial).

### Land Use

7.4.2 The Town shall utilize the following criteria to promote intensification within the Civic Centre (Mixed Institutional/Commercial) precinct:

- a. Infill developments with commercial retail shall be encouraged along Main Street SE frontage.
- b. Concentration of additional government and Town administration offices shall be encouraged to strengthen the appeal of this precinct for a wide range of civic services.
- c. Medium-density residential infill developments along 3<sup>rd</sup> Street SW may be considered subject to a comprehensive site planning exercise.

7.4.3 As a condition of new development, the Town shall require the provision of outdoor public amenity spaces for new users and the broader public. Special emphasis should be placed on establishing high-quality privately owned but publicly accessible spaces.

### Built Form

#### Typologies

7.4.4 The Town shall consider and encourage the following building typologies within the Civic Centre (Mixed Institutional/Commercial) precinct:

- a. Civic buildings;
- b. Stand-alone commercial pads;
- c. Medium-density residential buildings; and
- d. Large-format commercial buildings.



## Heights

7.4.5 Future building heights within the Civic Centre (Mixed Institutional/Commercial) precinct shall be in accordance with the following criteria:

- The maximum building height for commercial and institutional buildings shall be shall 2 storeys. Additional building height may be considered on a case-by-case basis.
- The maximum building height for medium-density residential buildings shall be 4 storeys. Additional building height may be considered on a case-by-case basis subject to compliance with parking requirements and response to surrounding context.

## Setbacks

7.4.6 Commercial pad buildings shall provide a 3.0m front setback from Main Street SW.  
7.4.7 Medium-density residential buildings shall provide a minimum setback of 3.0m from public streets.

## Building Orientation

7.4.8 Commercial buildings fronting Main Street SW shall provide their main entrances and front facades along Main Street SW. Surface parking areas along Main Street SE frontage shall be minimized and be screened from public view by measures such as enhanced landscaping and/or architectural treatment.



Pedestrian walkway through a commercial parking lot



Commercial pad development adjacent to road



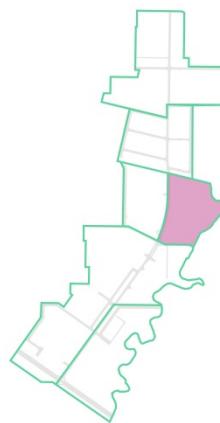
Landscaping features within a commercial development



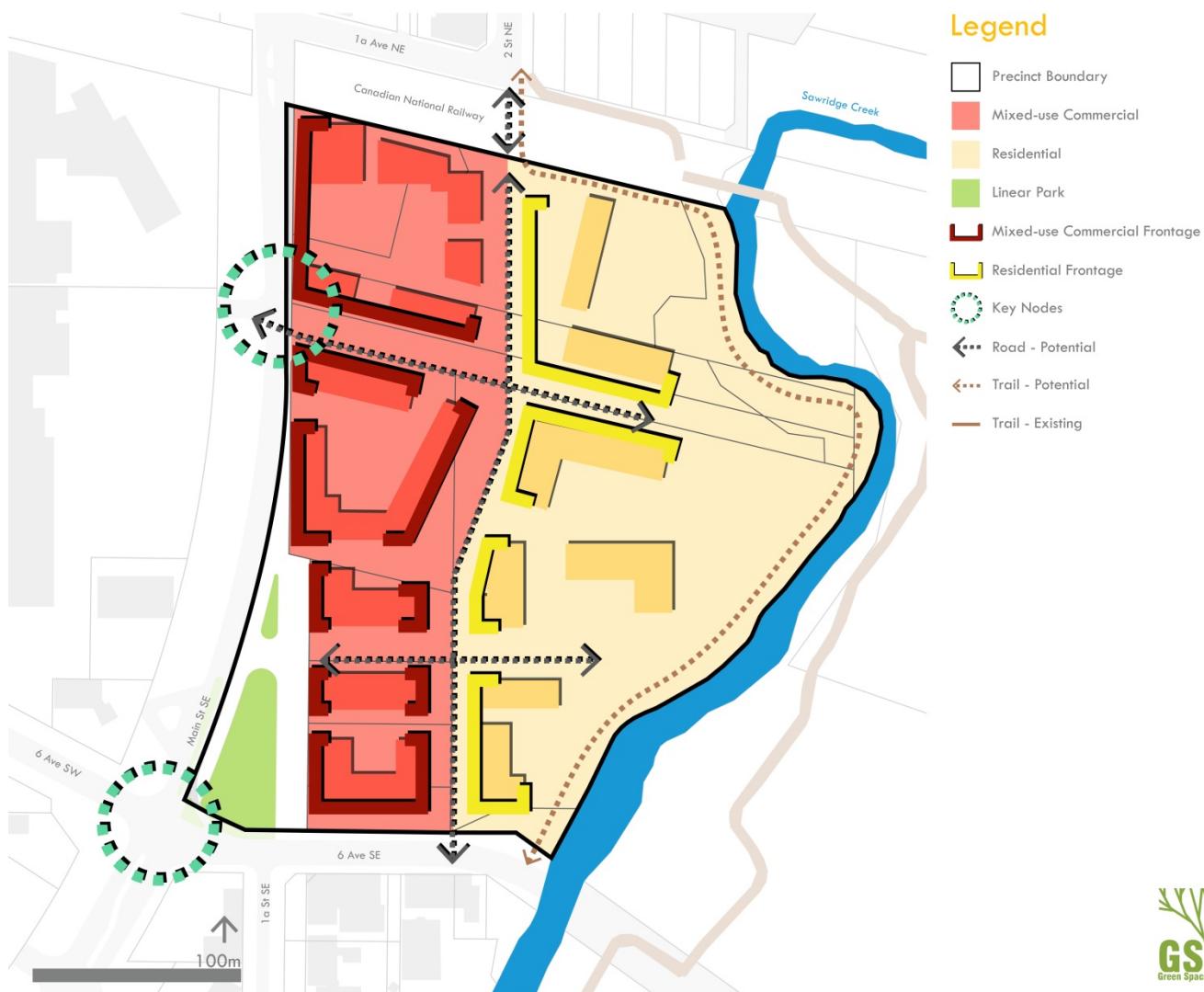
Sitting area within a commercial development

## 7.5 Urban Village (Mixed Commercial/Transitional) Precinct

Located within close proximity to the Downtown Core, the Urban Village (Mixed Commercial/Transitional) precinct is envisioned as a medium-density mixed-use commercial and residential urban community. At present, this area includes a number of underutilized vacant parcels, a major car dealership, a well-used office commercial building and a row housing development. The current vacant parcels were mainly created when some key buildings were lost to the recent wildfire in 2011, and were never redeveloped. The proximity of this area to the Sawridge Creek and Main Street SE provides a unique opportunity to develop a mixed-use urban village with strong connections to Downtown Core and natural ecosystems.



### Map 12 Urban Village (Mixed Commercial/Transitional)



## Objectives

- Utilize the existing potential of the area and build on current assets such as the proximity to the Sawridge Creek.
- Provide a built form framing Main Street that cohesively relates to Downtown.

## Policies

7.5.1 Future development within the Urban Village (Mixed Commercial/Transitional) character precinct shall be in accordance with the policy framework established within this section and also identified in Map 12 Urban Village (Mixed Commercial/Transitional).

### Land Use

7.5.2 The Town shall utilize the following criteria to promote development of an urban village within the Urban Village (Mixed Commercial/Transitional) precinct:

- Medium-density residential developments shall be encouraged along Sawridge Creek frontage.
- Medium-density mixed-use commercial/office buildings shall be encouraged along Main Street SE frontage.
- Significant expansion of existing businesses that may negatively impact the future development potential of this area as a mixed-use urban village shall be discouraged (such as uses that require large amounts of land for outdoor storage or parking lots).

### Built Form

#### Typologies

7.5.3 The Town shall consider and encourage the following building typologies within the Urban Village (Mixed Commercial/Transitional) precinct:

- Stand-alone commercial buildings.
- Mixed use commercial/residential buildings.
- Medium-density and high-density residential buildings (Apartments and Townhomes).

7.5.4 Development of low-density residential uses such as single family homes, duplexes shall be discouraged, but may be considered if the proposal includes a long-term master plan with a variety of residential building types.

### Heights

7.5.5 Future building heights within the Urban Village (Mixed Commercial/Transitional) precinct shall be in accordance with the following criteria:

- Buildings fronting Main Street SE shall provide heights between four (4) to six (6) storeys.
- Buildings fronting an internal road shall provide heights between two (2) to four (4) storeys.
- Buildings fronting Sawridge Creek shall provide heights between two (2) to four (4) storeys.



7.5.6 The building massing and orientation shall maximize views of Sawridge Creek by providing lower building forms along the creek and higher building forms along Main Street SE frontage.

#### Setbacks

7.5.7 Future mixed-use commercial or residential buildings shall provide a minimum front setback of 3.0m from Main Street SE and potential internal roadway network.

7.5.8 Future buildings shall provide development setback from Sawridge Creek in accordance with the site-specific slope stability/geotechnical study. No development shall be allowed within Environmental Reserve (ER) dedication adjacent to the Creek.

#### Other

7.5.9 The Town shall work with the property owners within the Urban Village (Mixed Commercial/Transitional) precinct and promote redevelopment of existing properties. Prior to proceeding with a redevelopment project, a conceptual plan for potential internal roadway network shall be established in partnership with all property owners.

7.5.10 Small-scale expansion of existing uses shall be considered on a case-by case basis in order to ensure that the long-term vision is not negatively impacted.

7.5.11 The Town, at its discretion, may require the applicant to undertake the following supporting studies if significant redevelopment is proposed within this precinct. The small-scale incremental development shall conform with the principles established in Map 12 Urban Village (Mixed Commercial/Transitional).

- Transportation Impact Study
- Servicing Capacity Study
- Parking Impact Study



Pedestrian walkway through an urban village in Edmonton



Mixed-use development



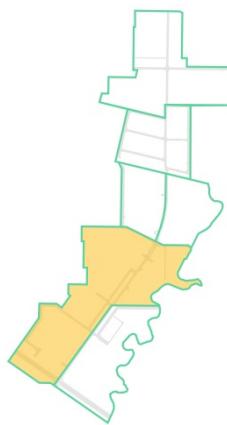
Bicycle parking facilities



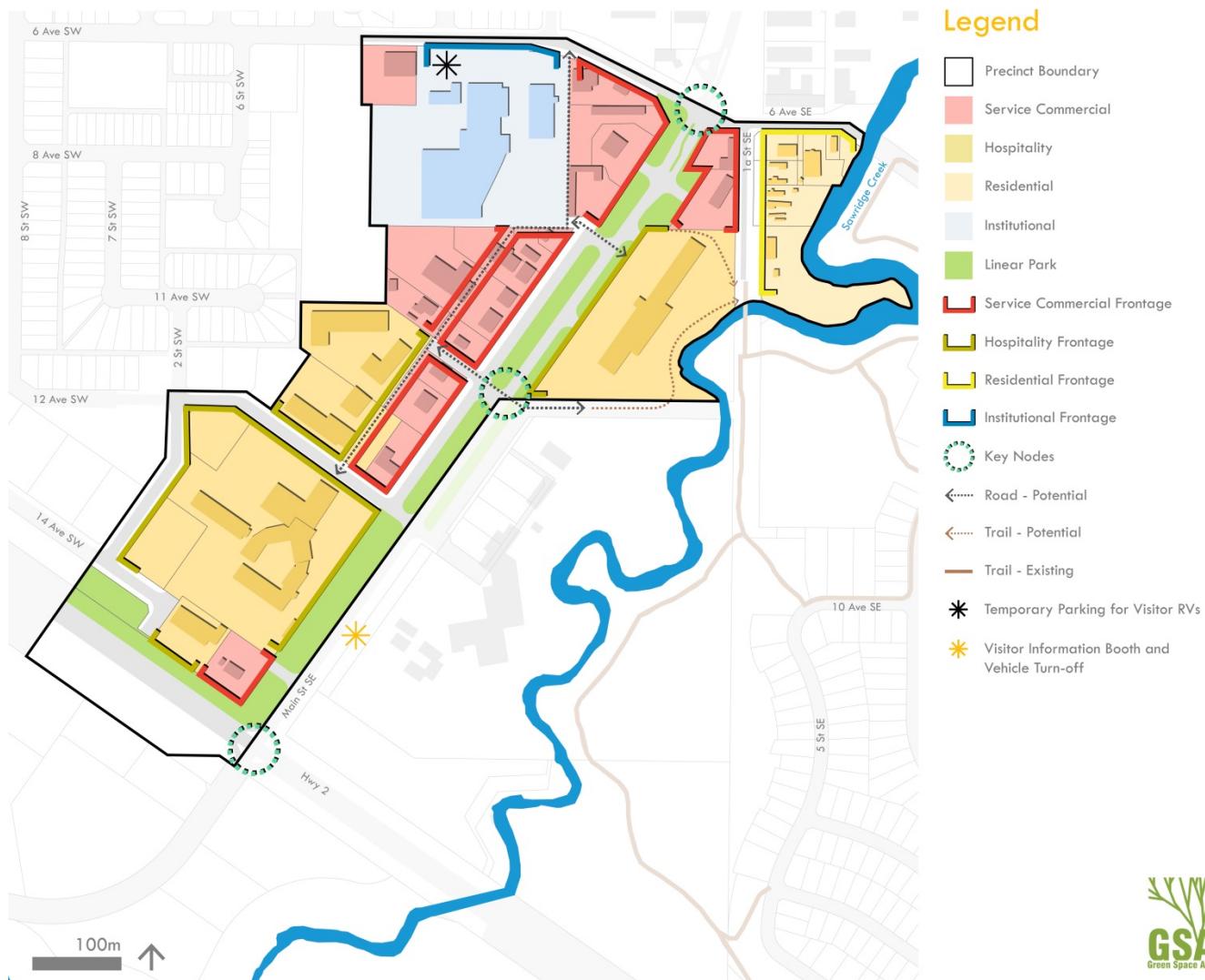
Active sidewalks

## 7.6 Mixed Hospitality/ Commercial Precinct

The hospitality and commercial uses of the Mixed Hospitality/Commercial precinct are envisioned to maintain and enhance the existing hospitality-related business environment and attract complementary public/tourist amenities that may further improve the tourist appeal of this area. Special emphasis should be placed on enhancing the aesthetic image of the area along Main Street SE frontages and improving pedestrian connectivity of this area to other precincts including the Downtown Core.



### Map 13 Mixed Hospitality/Commercial



## Objectives

- Maintain and promote hospitality services.
- Promote small-scale commercial pad infill development.
- Promote tourist-related unique amenities and open spaces.
- Promote intensification of underutilized properties.

## Policies

7.6.1 Future development within the Mixed Hospitality/Commercial precinct shall be in accordance with the policy framework established within this section and also identified in Map 13 Mixed Hospitality/Commercial.

### Land Use

7.6.2 The Town shall utilize the following criteria to promote hospitality, recreational and related businesses within the Mixed Hospitality/Commercial precinct:

- a. Expansion and infill of existing and new hospitality buildings shall be promoted throughout the precinct.
- b. Stand-alone residential apartment buildings may be considered provided appropriate on-site amenities, enhanced landscaping and transition from existing commercial uses is provided through comprehensive site planning.
- c. Expansion of existing recreational amenities and provision of new indoor/outdoor recreational amenities in conjunction with hospitality uses should be promoted.
- d. Development of small-scale commercial infill shall be promoted west of Main Street SE in order to improve the overall pedestrian experience.

### Built Form

#### Typologies

7.6.3 The Town shall consider and encourage the following building typologies within the Mixed Hospitality/Commercial precinct:

- a. Medium to large-scale hotels/motels with unique architectural character.
- b. Conference centres.
- c. Civic arenas.
- d. Commercial pad buildings.
- e. Medium-density and high-density residential buildings (Apartments and Townhomes).



## Heights

7.6.4 Future building heights within the Mixed Hospitality/Commercial precinct shall be in accordance with the following criteria:

- Commercial pad buildings fronting Main Street shall provide heights between one (1) to two (2) storeys.
- Maximum height for travel accommodation buildings shall be four (4) storeys.
- Maximum heights for high-density residential buildings shall be six (6) storeys.
- Additional building heights for travel accommodation buildings may be considered on a case-by case basis.

7.6.5 For buildings higher than 4 storeys located along the periphery of the Plan area, the Town may require a provision of appropriate stepbacks to provide transition from surrounding low-density residential neighbourhoods.

## Setbacks

7.6.6 Future buildings within Mixed Hospitality/Commercial precinct shall be required to frame public streets by locating buildings close to front property line:

- Buildings fronting Main Street SE shall provide a minimum front setback of 3.0m.
- Buildings fronting internal roadways shall provide a minimum front setback of 3.0m.

7.6.7 Future buildings shall provide development setback from Sawridge Creek in accordance with the site-specific slope stability/geotechnical study. No development shall be allowed within Environmental Reserve (ER) dedication adjacent to the Creek.



Street oriented front porch entrance, hotel building in Banff



Street oriented commercial pad building



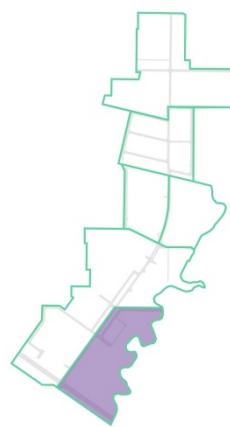
Multi-Recreation Centre



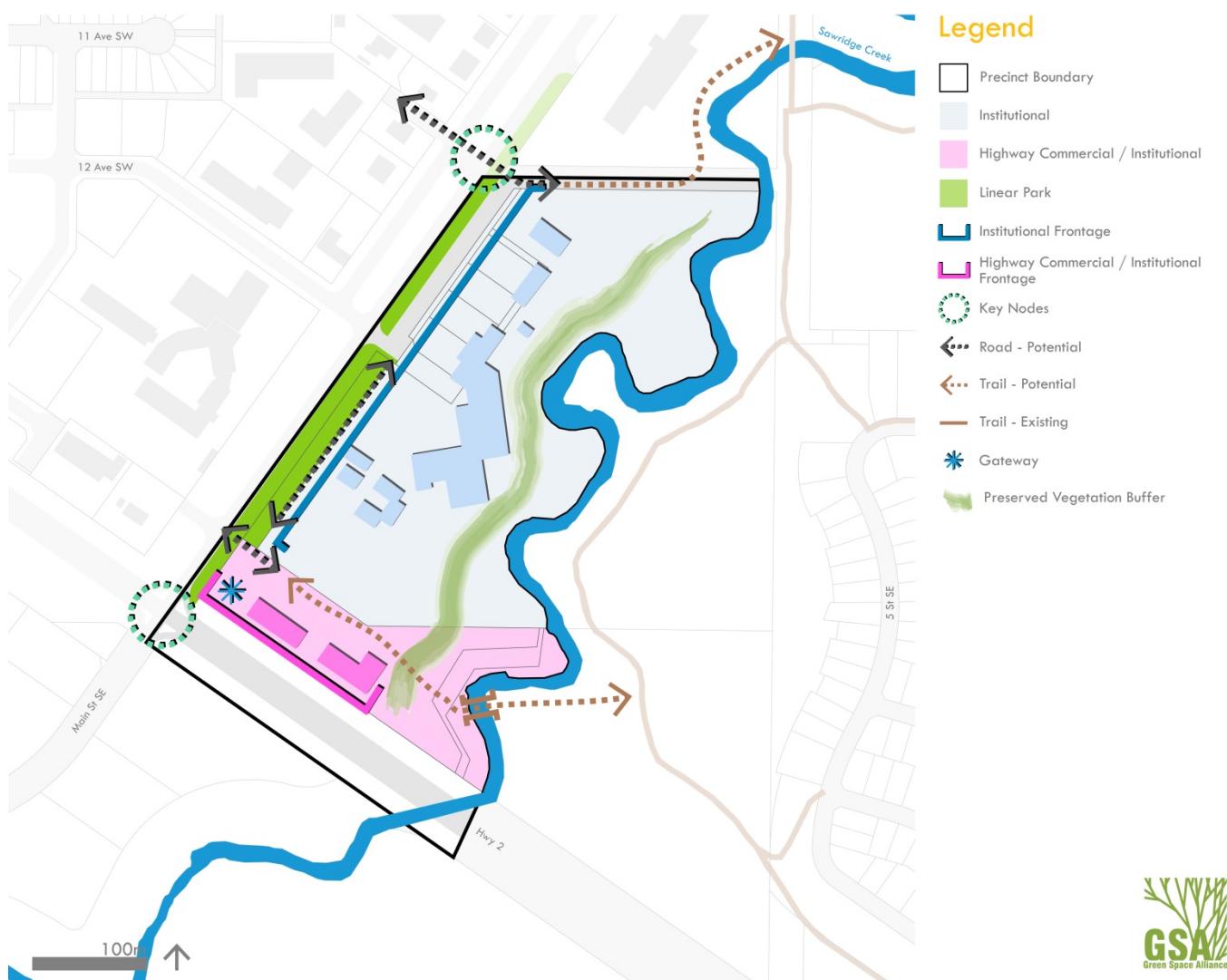
Articulation of roof lines, hotel building in Banff

## 7.7 Institutional Precinct

The Institutional precinct encompasses the Northern Lakes College campus and is envisioned to accommodate future facility expansions and better integrate the campus with Main Street and the surrounding areas.



### Map 14 Institutional



## Objectives

- Intensify the Northern Lakes College campus.
- Integrate the built form of Northern Lakes College with Main Street and surrounding areas.

## Policies

7.7.1 Future development within the Institutional character precinct shall be in accordance with the policy framework established within this section and also identified in Map 14 Institutional.

### Land Use

7.7.2 The Town shall utilize the following criteria to promote educational, recreational and residential uses within the Institutional precinct:

- Promote development of a mixed-use institutional campus with a wide range of uses including educational facilities, student housing, and related indoor/outdoor recreational uses for the benefit of students as well as the broader community.
- Maintain the environmental integrity of the existing campus by carefully selecting future sites for institutional and residential intensification.
- Promote mixed-use commercial/public amenity development along Highway 2 frontage that may also serve as a unique entrance to the community.

7.7.3 The Town shall continue to work with Northern Lakes College and promote joint use of recreational amenities and facilities by citizens as well as students.

### Built Form

#### Typologies

7.7.4 The Town shall consider and encourage the following building typologies within the Institutional precinct:

- Educational facilities;
- Student residences;
- Indoor/outdoor arenas, outdoor sports fields; and
- Mixed-use commercial/public amenity buildings along the highway frontage.



**Heights**

7.7.5 Maximum height for buildings within the Institutional precinct shall be four (4) storeys. Public art/entrance features shall be exempt from the height restriction.

**Setbacks**

7.7.6 Future buildings including institutional expansion, student housing or other recreational uses shall provide development setback from Sawridge Creek in accordance with the site-specific slope stability/geotechnical study. No development shall be allowed within Environmental Reserve (ER) dedication adjacent to the Creek.

7.7.7 Front setbacks along Main Street SE shall maintain the treed character of the precinct through context-sensitive landscaping features.

**Building Orientation**

7.7.8 Buildings along the Highway 2 frontage shall provide special architectural treatments in order to enhance the overall community image at this key gateway location.



Northern Lakes College entrance from Main Street SE



Green boulevard along the east edge of Main Street SE

## 7.8 Public Realm

Attractive, comfortable, safe and accessible streets, parks, and open space are shared assets that form the public realm. These public spaces convey our public image to the world, encourage social connections and draw people together. These spaces are the setting for civic life including special events, as well as for our daily casual contact. An interconnected public realm network enhances the quality of life and a sense of community.



### Objectives

The public realm provides meaningful places for residents and visitors to connect and recreate. The public realm should:

- Create a sense of place for all public realm areas that is unique to Slave Lake;
- Offer a means of connection through multiple modes of transportation;
- Establish an active, vibrant and friendly environment;
- Be easy to navigate, and offer barrier-free accessibility;
- Encourage visitation and patronage of the downtown businesses;
- Encourage vibrancy through programming and use of a central celebration space; and
- Offer a sense of safety that uses minimizes crime through the use of Crime Prevention Through Environmental Design (CPTED) principles and law enforcement.

### Policies

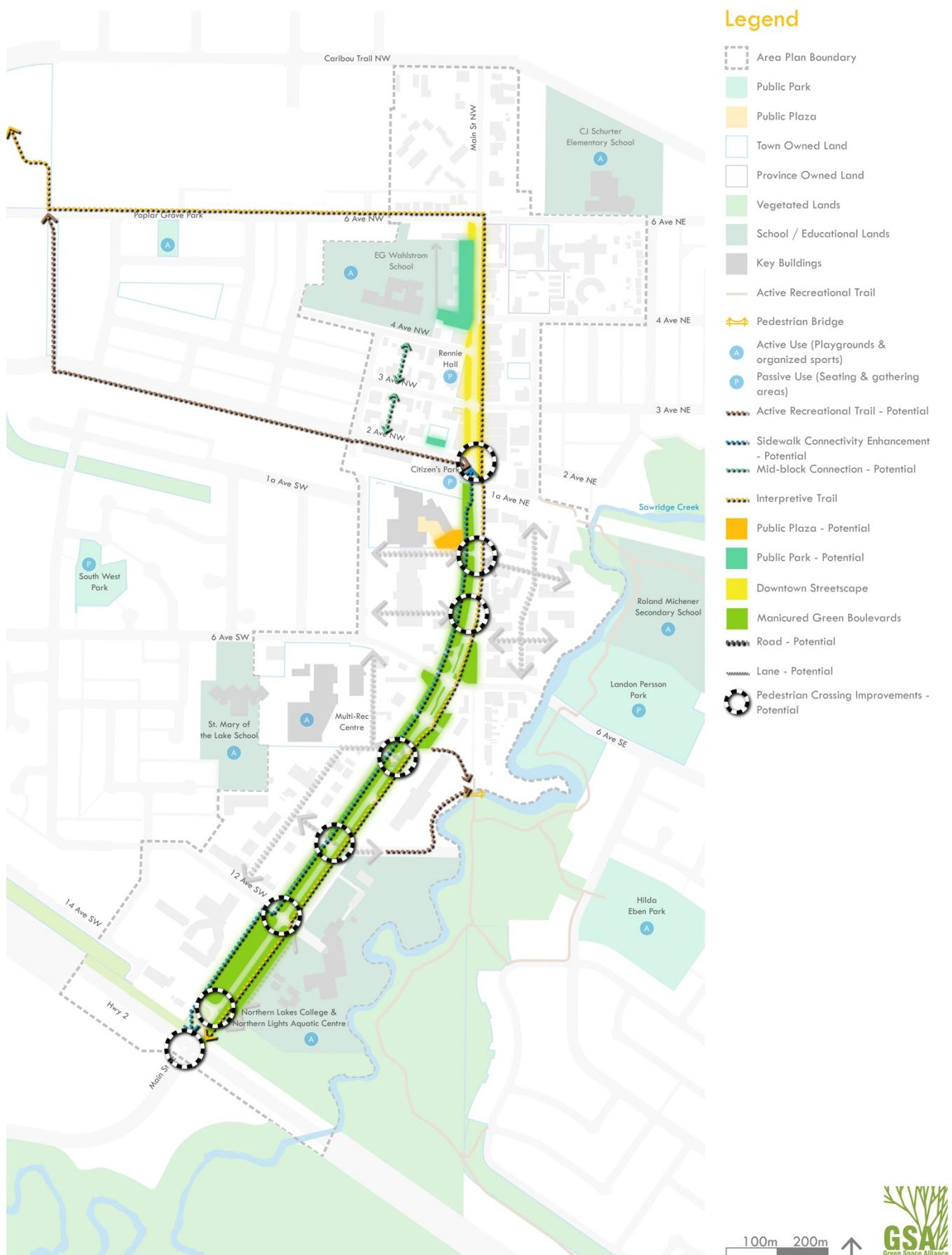
7.8.1 The Town shall promote development of an integrated public realm network in accordance with Map 15 and policy framework in this section.

#### Public Plazas

7.8.2 Enhance existing public plazas in the heart of downtown's commercial core and Civic Centre (Mixed Institutional/Commercial) precinct to host events/markets, provide visitor information, and encourage gatherings. Design it to be an attractive space that is flexible for events and functions of various sizes, while remaining comfortable for people who use it during daily life. Designate it as a central celebration space that is integral to local culture and lifestyle in Slave Lake.

- a. Revisit the design of Rene Hall Plaza to transform it into an event-friendly public space.
- b. Develop enhanced public spaces in the Civic Centre (Mixed Institutional/Commercial) precinct to better integrate existing civic buildings with Main Street SE pedestrian realm.
- c. Promote development of new public plazas in the Civic Centre (Mixed Institutional/Commercial) precinct as a condition of future redevelopment opportunities.

# Map 15 Public Realm



## Town of Slave Lake

### Pocket Parks

7.8.3 In key areas, create pocket parks that are integrated with the downtown commercial core and encourage legitimate and positive use of the space by a wide range of residents and visitors. Pocket parks need to be designed to promote positive activity, safety and security through careful application of CPTED principles and site programming. Pocket parks should include amenities, such as play features, that encourage neighboring residents to interact with visitors to the area.

- The Town shall work with the High Prairie School Division (HPSD) Board to develop a family-friendly publicly accessible space along Main Street NW frontage.
- Additional public plazas or publicly accessible private open spaces should be promoted throughout the Downtown and Main Street areas in partnership with landowners.

### Linear Parks

7.8.4 Develop a continuous pedestrian and cyclist trail corridor on east side of Main Street from Highway 2 to the railway corridor. Design it as a linear park feature with pedestrian amenities, banners, public art, wayfinding and landscaping to provide a positive pedestrian experience. Development of such a pedestrian and cyclist corridor would conform to the Town of Slave Lake Recreation Master Plan.

7.8.5 The Town shall develop additional pathways along the west side of Main Street SE to fill the gaps between existing pathway network and establish a continuous pedestrian experience.

7.8.6 The Town shall explore the viability of a temporary linear park or publicly accessible linear space within the public right-of-way along the eastern edge of E.G. Wahlstrom School site. Such a temporary linear park/space may be converted into linear temporary recreational ice-way during winter season and enhance the appeal of Downtown North as a family-friendly destination.

### Trail and Bike Network

7.8.7 Provide pedestrian and cyclist connections from the trails and sidewalks on Main Street to key destinations and amenities within the community, including the Slave Lake waterfront, Sawridge Creek, the Multi-Rec Centre and Town Office. Consider providing a cyclist and pedestrian connection across Sawridge Creek to the existing trail network.

7.8.8 Develop a new trail at select locations along west side of Sawridge Creek to provide improved connectivity to an existing trail network along east side of Sawridge Creek. New trail connections shall highlight the natural creek environment as an attractive community asset.

7.8.9 The Town shall work with existing land owners within Mixed Hospitality/Commercial and Institutional precincts to improve east-west pedestrian/trail connectivity and enhance pedestrian access to the Sawridge Creek.

7.8.10 The Town shall explore the viability of developing on-street bike routes and/or enhanced pedestrian trail/pathway connections from Downtown Core and Downtown North precincts to the lakefront. The following routes should be considered.

- Along 2<sup>nd</sup> Avenue NW
- Along 6<sup>th</sup> Avenue NW
- Along 6<sup>th</sup> Avenue SW
- Along Caribou Trail NW



Active recreational trail



Bike rack

### Streetscapes and Sidewalk Improvement

- 7.8.11 Enhance downtown sidewalks along Main Street to be pedestrian-focused spaces with landscaping and pedestrian amenities, such as pedestrian lighting, trees, wayfinding and seating. Use these elements to promote a positive experience for people accessing the businesses and services within the downtown and to encourage visitors to linger and window-shop.
- 7.8.12 Install public benches along 4<sup>th</sup> Avenue NE from Main Street to the 4<sup>th</sup> Street NE in order to provide resting areas.
- 7.8.13 Explore the viability of developing key side streets, such as 1A Avenue NE and 2<sup>nd</sup> Avenue NW into shared-use public space that can be temporarily closed to support pedestrian-focused activities, such as markets. Design the space to be pedestrian-focused through the use of special paving, public art, lighting and banners.
- 7.8.14 Explore the viability of temporarily closing Main Street NW (between 2<sup>nd</sup> Avenue NW and 4<sup>th</sup> Avenue NW) for special events.

### Gateways

- 7.8.15 Create landmark gateways at key locations along Main Street to draw people into the heart of the community and create an interesting visual entity along the corridor. Coordinate gateways with smaller wayfinding features and signage to provide intuitive wayfinding and visual identity along Main Street.

### Events/Programming

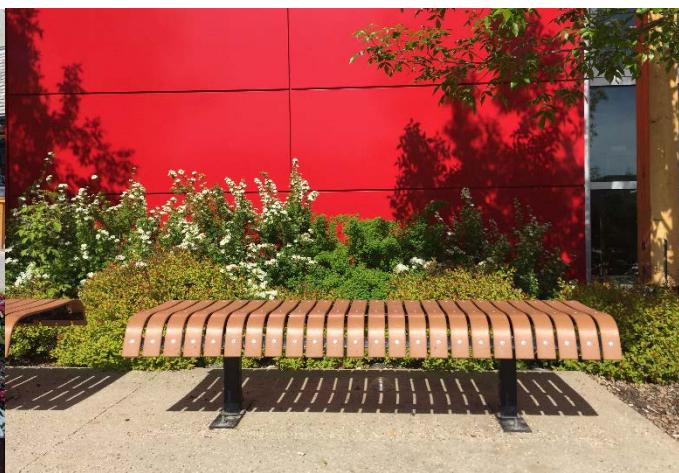
- 7.8.16 Renew the downtown's history as the heart of the community by providing community event programming for public spaces. Ensure that the design of all public spaces, including plazas, parks, walkways and streets have the ability to transform in support of large events. Consider and provide for the servicing and functional needs of different event types and temporarily close roadways, where required, to allow for event infrastructure and larger volumes of pedestrians.
- 7.8.17 Encourage enhancement of commercial and residential private property within the study area that expresses the spirit of the Town of Slave Lake and the unique character of each property owner or tenant.

### CPTED

- 7.8.18 New developments and public realm improvements shall incorporate Crime Prevention Through Environmental Design Principles (CPTED) at the site planning and Development permit stage. The Town may require CPTED assessment at its discretion for key sites/projects.



Temporary sidewalk rest area – Canmore



Bench within the Town of Slave Lake Office plaza

## 7.9 Transportation

The transportation network of Downtown and Main Street is envisioned to develop into a network that accommodates pedestrian, active transportation (bicycling and walking) and vehicle traffic. Pedestrian safety and enjoyment will be prioritized through appropriate infrastructure improvements.



### Objectives

- Enhance pedestrian safety, priority, and presence throughout the Plan area to improve the pedestrian experience of Downtown and Main Street.
- Integrate the trail network with access points to sidewalks and streets in order to provide active transportation routes to Downtown and Main Street from surrounding neighbourhoods.
- Encourage commercial activities within downtown to spill out onto public sidewalks and adjacent on-street parking in order to create an active and pedestrian-friendly environment.
- Establish a framework for future roadway network.

### Policies

7.9.1 The future transportation network within Downtown and Main Street areas shall be in general accordance with Map 16 and policy framework established in this section.

#### Streetscapes/Roadway Rehabilitation

7.9.2 The Town shall explore the viability of undertaking streetscape/public realm improvement projects for streets scheduled for regular roadway rehabilitation. A combination of public funds as well as local improvement levy mechanisms should be explored.

#### Parking Lots

7.9.3 Public parking lot within the Downtown Core precinct shall be:

- Maintained as valuable assets for business owners and visitors to downtown;
- Promoted through effective wayfinding signage, aligned with wayfinding signage styles established within the Slave Lake Downtown Enhancement Plan, in order to maximize access and utilization; and
- Screened from public view by landscaping or public art features.

7.9.4 The Town should explore the feasibility of developing a public parking lot to accommodate RV parking, associated with tourism, within a close proximity to downtown.

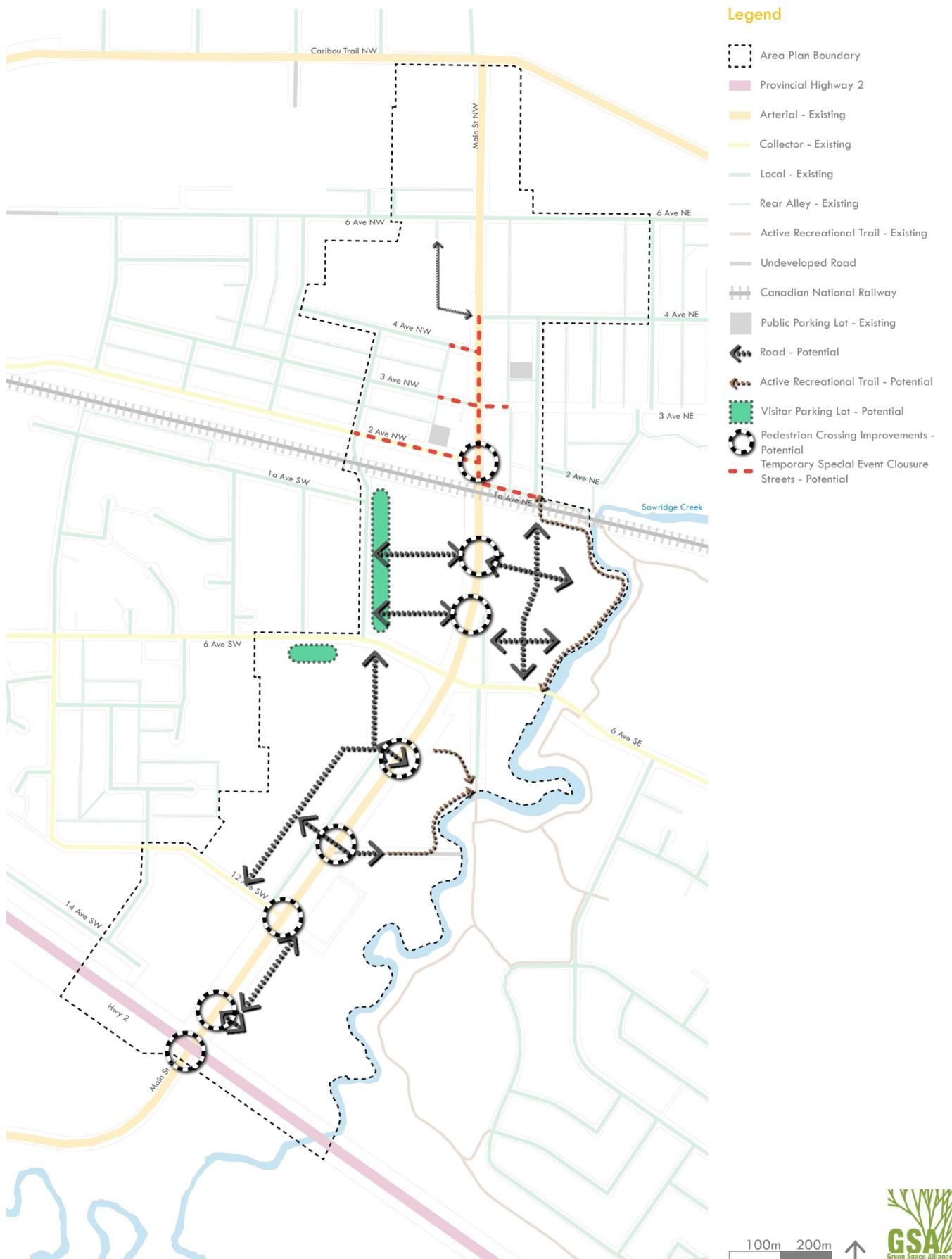
7.9.5 The Town shall work with the landowner of the Sawridge Shopping Plaza and Multi-Rec Facility to allow temporary parking of tourist RVs during special summer events through wayfinding signage in order to improve the tourism appeal of the Town.

7.9.6 Where feasible, the Town shall require principal vehicular access from rear alleys and minimise vehicular access from front property lines.

7.9.7 The Town shall consider development proposals that incorporate shared parking solutions between adjacent properties subject to establishment of mutual agreements and completion of parking studies.

7.9.8 Surface parking areas fronting public streets should be minimised and incorporate enhanced landscaping/architectural features to visually screen such areas from pedestrian view.

## Map 16 Transportation



## Town of Slave Lake

### Street Parking

7.9.10 On-street parking shall be developed along both sides of Main Street between 4<sup>th</sup> Avenue NE and 6<sup>th</sup> Avenue NE.

7.9.11 The Town shall explore the viability of shared use concept and rolling curbs design for the section of Main Street NW between 2<sup>nd</sup> Avenue NW and 4<sup>th</sup> Avenue NW and along 3<sup>rd</sup> Avenue NW adjacent to Rene Hall Plaza.

### Pedestrian Crosswalks

7.9.12 The Town shall ensure crosswalks along Main Street:

- a. Are provided at the corners of every urban block;
- b. Are delineated with distinct street painting styles, interlocking brick patterns or stamped pavement designs;
- c. Have a width of 3.0m; and
- d. Are identified through effective signage or signalized traffic lights.

### Active Transportation

7.9.13 Sidewalks shall provide direct pedestrian access to entrance points of the trail network.

7.9.14 Utilize interpretive public art such as footprint paintings on sidewalks to guide and connect pedestrians from the entrance points of the trail network to the Downtown and Main Street areas.

7.9.15 Trail entrance points to streets shall provide signage that indicates the connecting street names.

7.9.16 Trail network maps shall be provided at key trail access points, displayed in information kiosks and map available at Town buildings such as the Town Office and the Multi-Rec Centre.

### Future Streets

7.9.17 Future subdivisions of land within the Plan area shall be in general accordance with the framework of future public streets established in Map 16.

7.9.18 The design and layout of new streets and rear alleys within the Plan area shall create small urban blocks that are permeable to pedestrian and vehicle traffic.

7.9.19 The Town shall require development of an interconnected internal street network as a condition of redevelopment in the Civic Centre (Mixed Institutional/Commercial) precinct, Mixed Hospitality/Commercial precinct and Urban Village (Mixed Commercial/Transitional) precinct. The Road right-of-way and public realm treatment shall be in accordance with the Town roadway design standards. Future subdivision or development applications that may negatively impact the transformation of larger existing urban blocks into smaller urban blocks should be discouraged.

7.9.20 Public access to the trail network along Sawridge Creek shall be provided through the extension of existing streets.

7.9.21 Where feasible, new roadways and access points should align with existing roadway connections.

### Rear Alleys

7.9.22 The Town shall review and maintain existing rear alleys and establish a long-term Alley Improvement Plan for the Downtown and Main Street areas.

### Wayfinding

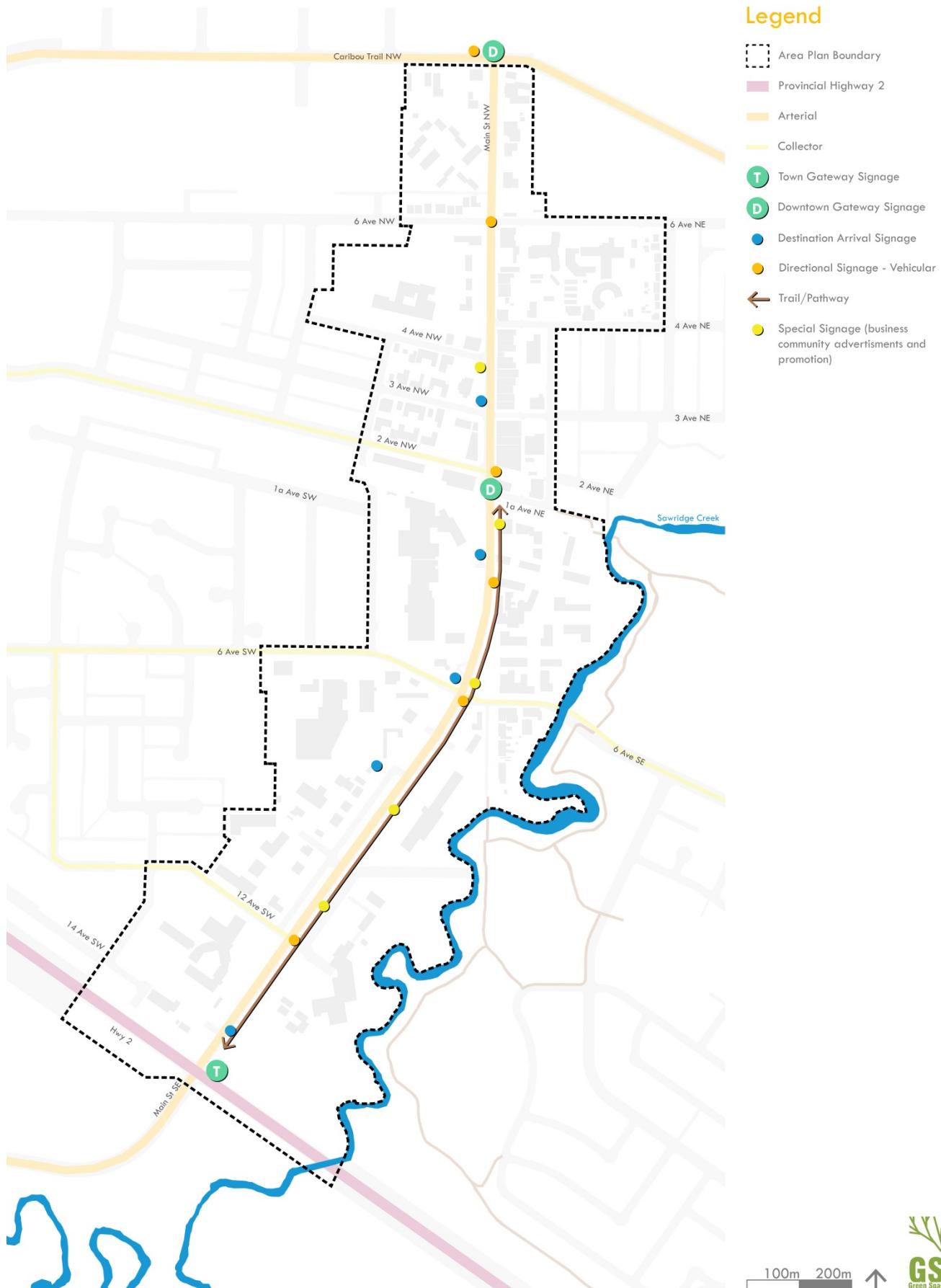
7.9.23 The Town shall continue to develop the wayfinding signage in accordance with Map 17. A clear hierarchy should be established for a variety of sign types such as Town level gateways, Downtown gateways, destination arrivals, directional, trail, and special signage.



Canmore Trail Network

Banff Trail Network Wayfinding Map/Signage

## Map 17 Wayfinding



## 7.10 Art, Culture and Tourism

Promotion of art, culture and tourism can help to create an identity and sense of community pride. References to cultural ties can be incorporated into architectural details of the built form and public realm. Events and festivals can also be used to celebrate cultural connections.



### Objectives

- Celebrate the cultural background and composition of Slave Lake through artistic expressions within Downtown and Main Street.
- Establish unique community identity.
- Promote programming that celebrates local culture.

### Policies

7.10.1 The physical location of specific policies regarding arts, culture and tourism established within this section shall be in general accordance with Map 18.

7.10.2 Provide public art features that promote the cultural connections of Slave Lake and the surrounding area through interpretive means.

7.10.3 Reflect the cultural identity of Slave Lake through relevant architectural expressions.

7.10.4 Encourage the development of a potential museum within Downtown to reflect the cultural history of Slave Lake.

7.10.5 Support year-round community events that celebrate the cultural identity of Slave Lake.

7.10.6 Explore viability of a significant public art feature at the intersection of Main Street SE and Highway 2 that may serve as a key gateway to the Community.

7.10.7 Involve local as well as broader art community to design unique, locally relevant public art features along potential linear park along Main Street SE. Incorporate local businesses and themes in the public art expression.

7.10.8 The Town shall work closely with the Slave Lake Regional Economic Development Officer and identify tourism development initiatives applicable to Downtown and Main Street areas. Develop annual pilot programs to implement key initiatives.

7.10.9 The Town shall promote businesses and developments that support lake-related tourism and provide supporting amenities/services during summer/winter months related to camping, boating, fishing and hunting activities. Special emphasis will be placed on locating such services/amenities within Downtown and Main Street areas.



Art mural along an exposed wall facing a parking lot

## 7.11 Winter Design

The elements of winter can create harsh and uncomfortable experiences within public spaces. However, the public realm can be strategically designed to mitigate the negative impacts of winter weather through influencing building placement, site design, vegetation plantings and architectural details. Incorporating successful winter design features into developments helps to create year-round active public spaces.



### Objectives

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

### Policies

#### Activities

7.11.1 The physical location of specific policies regarding winter design established within this section shall be in general accordance with Map 18.

7.11.2 Provide and promote opportunities for outdoor winter activities within public spaces such as skating and gathering around moveable fire pits (propane or wood fueled and municipally operated/monitored).

7.11.3 Provide affordable skating equipment rental at outdoor public skating rinks.

7.11.4 Utilize large public open spaces for temporary public skating rinks or ice-ways.

7.11.5 Support winter festivals and events that celebrate the winter season and take advantage of winter assets.

7.11.6 Encourage public and private winter patios that maximize sun exposure, block wind, and provide outdoor space heaters.

7.11.7 Explore the viability of installing gas hook-ups in public spaces for the use of portable fire pits to enable people to gather and warm up.

7.11.8 Explore viability of allowing use of snowmobiles along select public roadways within Downtown and Main Street areas to establish supportive environment for tourists and local residents interested in winter sports activities.



Light Installations at the Edmonton Flying Canoe Festival



Quebec City Winter Carnival

### Site Design

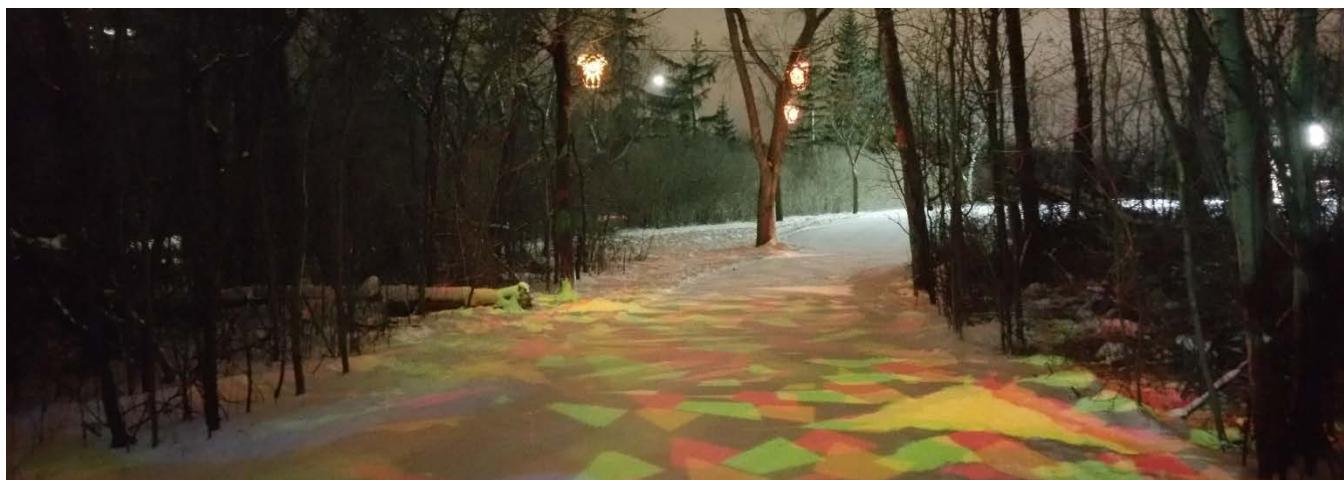
- 7.11.9 Configure building placement and massing in order to maximize the exposure of public outdoor spaces to sunlight.
- 7.11.10 Design outdoor public spaces with south-facing exposure to increase available sunlight.
- 7.11.11 Utilize the placement of coniferous trees in public spaces to create a wind block.
- 7.11.12 Place coniferous trees along blank walls in order to reduce wind.
- 7.11.13 Provide heated shelters to offer places to warm up.
- 7.11.14 Utilize the planting of deciduous trees along southern edges of public spaces to ensure the infiltration of sunlight.

### Transportation

- 7.11.15 Improve accessibility through ensuring frequent and effective snow removal of all transportation routes such as sidewalks, roads, trails and public open spaces.
- 7.11.16 Ensure road snow removal does not displace snow onto adjacent sidewalks.
- 7.11.17 Provide mid-block pedestrian crossings to improve access to building entrances.

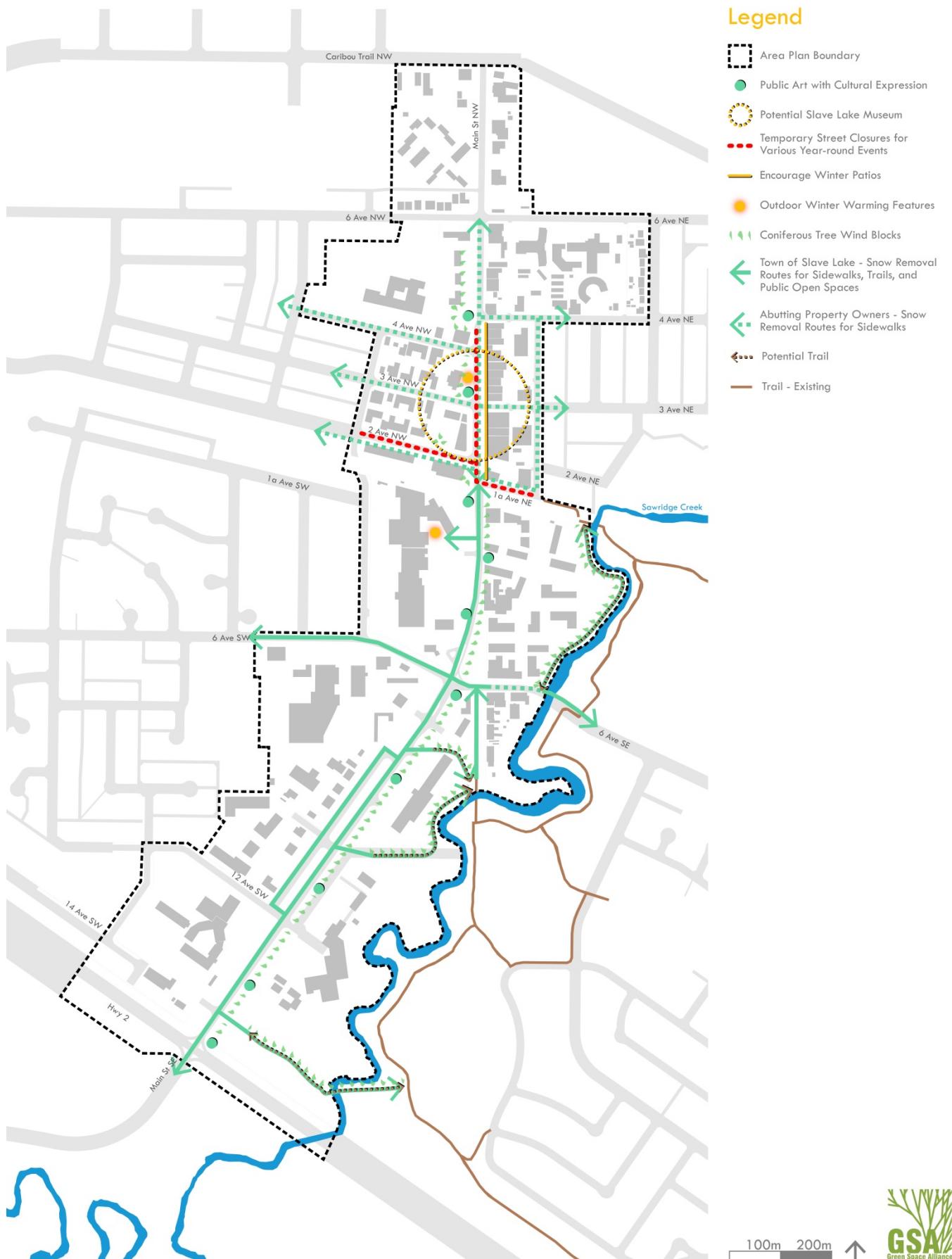
### Architectural Details

- 7.11.18 Require the incorporation of vibrant building material colours and architectural lighting features in new developments in order to create an exciting and lively built form during the winter season.
- 7.11.19 Encourage the lighting of buildings and landscapes during the night in order to create visual interest and warmth.



City of Edmonton Freezeway Ice Skating Trail

## Map 18 Arts, Culture, Tourism and Winter Design



## 7.12 Servicing

Development of a vibrant Downtown and Main Street areas with new commercial, residential, institutional and mixed-use developments needs to be supported by appropriate water, sanitary and stormwater systems. Public and private investments in the Town's infrastructure would ensure long-term viability of the Downtown and Main Street areas as vibrant community assets.



### Objectives

- Ensure adequate servicing capacity is available to serve future developments.
- Respect market trends and phase future development projects in an economically viable manner.

### Policies

7.12.1 The Town shall review the future development potential of the Downtown and Main Street areas and update water, sanitary and stormwater servicing studies to identify potential minimum improvements necessary to attract key investments within the AP area.

7.12.2 New development shall pay for itself. Developers will be required to undertake servicing studies and required to contribute off-site levies and establish development/servicing agreements with the Town at the Subdivision/Development Permit stage to cover the cost of off-site infrastructure improvements.



Intersection of Main Street and 3<sup>rd</sup> Ave NW



## Implementation Strategy

The practical implementation of any planning document presents a multitude of challenges, often due to the necessary resources and long-term leadership needed to sustain and pursue the delivery of the plan. Resources are often limited, with competing agendas, and decisions are sometimes skewed by vested interests. However, effective delivery of the plan can ensure that tangible benefits are realised in the Downtown. The following is a summary of benefits of establishing a comprehensive implementation strategy:

- Clarity of vision towards which community and businesses can progress.
- Committed infrastructure improvements – public sector investments attract private sector development.
- Sense of civic pride and sense of identity.
- Focused and aligned development in the downtown – framework to guide development – no overlapping.
- Increase tax base.
- Improved public realm/quality of life.
- Availability of services and amenities.
- Vibrant regional hub attracting investment.
- Increased downtown activity and pedestrian flows.
- Increased housing options to suit various parts of the community.
- Creation of areas to facilitate community gatherings – fostering of sense of community.
- Improved permeability.

The implementation strategy for this Area Plan is guided by the following key actions:

#### Adopting and Applying the Plan

- Land Use Bylaw Alignment
- Supporting Studies

#### Funding the Plan

- Council Budget
- Provincial and Federal Grants/Incentives
- Development Contribution

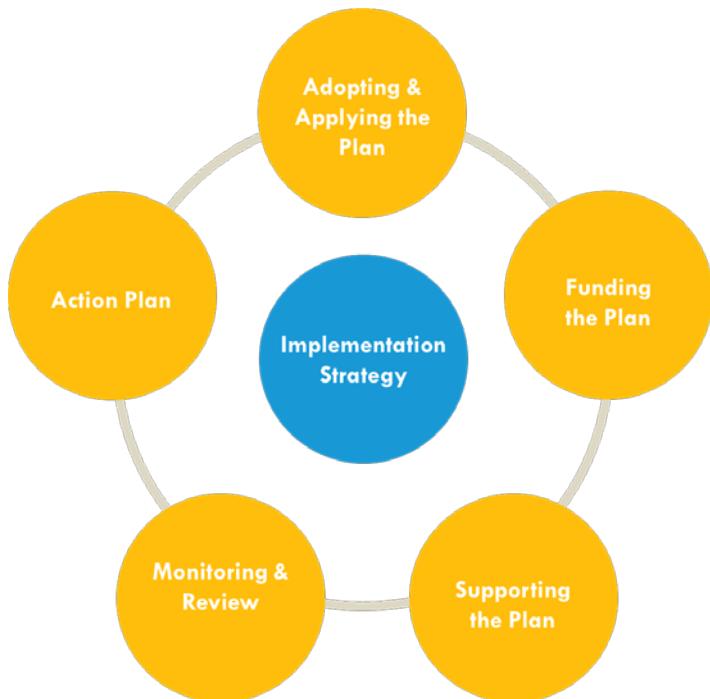
#### Supporting the Plan

- Key Strategic Priorities
- Incentives
- Partnerships
- Advocacy Measures

#### Monitoring and Review

#### Action Plan

- Regulation/Policy
- Studies
- Catalyst Project
- Incentive Programs
- Partnerships
- Advocacy



## 8.1 Adopting and Applying the Plan

### 8.1.1. Land Use Bylaw Alignment

Land Use Bylaw is the most effective legislative tool to implement the vision established in the AP. Amendments to the Town of Slave Lake Land Use Bylaw (LUB) #22-2007 will be required to align its regulations to the new long-term vision established for the Downtown and Main Street areas.

#### General Alignment

The current Downtown area suffers from multiple issues including but not limited to lack of pedestrian activity, vacant lots, lack of commercial anchors and lack of mixed use development. In addition, businesses in the Downtown core area have to compete with the commercial area along the Highway 2 Corridor. The Downtown and Main Street Area Plan provides a long-term vision to transform the Downtown and Main Street areas into a pedestrian friendly, mixed-use community with vibrant streets and open spaces for all age groups.

In order to achieve this long-term vision, the potential Land Use Bylaw amendments should:

- Focus specific types of development or uses to support identified role of each precinct;
- Ensure the commercial offer of each precinct is complementary to the entire Downtown area;
- Ensure permitted and discretionary commercial uses along Highway Corridor are complementary to commercial uses in Downtown Core and Downtown North precincts;
- Foster higher densities in specific precincts to support the growth of these areas;
- Continue to introduce residences within Downtown precincts to increase pedestrian activity;
- Develop a positive perception and pedestrian experience of Downtown through design; and
- Minimise vehicle oriented urban form and address unique parking requirements of visitors.

The current LUB districts found within the AP boundary, as shown in Map 19, are:

- C1 – Central Commercial;
- C1A – Mixed Commercial/Residential;
- C2 – Secondary Commercial;
- C3 – Highway Commercial;
- I – Institutional;
- BI – Business Industrial;
- M1 – Light Industrial;
- RMHP – Residential Mobile Home Park;
- R1D – Detached Dwelling/Mobile Home;
- R2 – Medium Density Residential;
- R3 – High Density Residential;
- R3A – High Density Apartment;
- CDC – Council Direct Control District;
- P – Community District; and
- UE – Urban Expansion.

## Town of Slave Lake

The following is a summary of each Downtown precinct, the uses currently found in that area and commentary that should inform the changes to those LUB districts.

### Downtown Core

The AP envisions that the Downtown core will be a prominent commercial hub for the town. The AP policy framework seeks vibrancy, uniqueness and compatible densities. The current LUB districts found in this precinct are:

- Central Commercial District (C1);
- Mixed Commercial/Residential (C1A);
- Medium Density Residential (R2);
- High Density Residential (R3);
- Institutional (I); and
- Council Direct Control (CDC).

C1 district should continue to be the most prevalent district in this area, providing for a range of local services and amenities that support local residents. The Town should review the allowance of various permitted and discretionary uses that could impact upon the vibrancy of the Downtown and promote mixed-use environment. Parking requirements may be amended to allow shared parking opportunities. Additional built form and architectural controls regulations may be considered to promote pedestrian friendly and human scale built form.

### Downtown North

The AP envisions that the Downtown North will support the Downtown Core, by providing the natural expansion of a vibrant downtown, and integrate the senior campus with the Downtown Core. The current LUB districts found in this precinct are:

- Central Commercial District (C1);
- Mixed Commercial/Residential (C1A);
- Secondary Commercial (C2);
- Business Industrial (BI);
- Light Industrial (M1);
- Medium Density Residential (R2);
- High Density Residential (R3);
- High Density Apartment (R3A);
- Council Direct Control District (CDC); and
- Institutional (I).

Amendments should focus on accommodating pedestrian-oriented development and ensuring a sensitive transition of developments and built form towards the seniors' housing development. Mixed Commercial/Residential (C1A) district should be reviewed to allow mixed-use commercial and residential developments as permitted uses.



C1 – Central Commercial



I – Institutional

### Civic Centre (Mixed Institutional/Commercial)

The AP envisions expanding civic institutional uses and promotes commercial pad development adjacent to Main Street, which is complementary to Downtown. The AP also promotes future residential infill in this precinct at appropriate locations. The current LUB districts found in this precinct are:

- Central Commercial (C1);
- Commercial Shopping Centre (C5); and
- Institutional (I).

The current LUB districts, whilst allowing for the larger-scale commercial, do not necessarily provide the guidance regarding potential new development along Main Street. Amendments to Commercial Shopping Centre (C5) district should focus on built form, setbacks and parking to ensure new development addresses the public realm. Alternatively, a new district may be established to allow mixed-use residential as well as commercial developments as envisioned in the Civic Centre (Mixed Institutional/Commercial) precinct.

### Urban Village (Mixed Commercial/Transitional)

The AP envisions maximising the opportunities for residential development around Sawridge Creek and promotes mixed-use commercial developments along Main Street frontage. The current LUB districts found in this precinct are:

- Secondary Commercial (C2);
- High Density Residential (R3); and
- Community (P).

A new mixed-use district may be established to help transform this area into a vibrant mixed-use urban village development. Alternatively, permitted and discretionary uses within Secondary Commercial (C2) district should be considered to allow mixed-use residential and commercial developments envisioned in the Urban Village precinct.

### Mixed Hospitality/Commercial

This area is dominated by vehicle-oriented development including commercial pads, hotels, conference facilities, food services and related uses.

The current LUB districts found in this precinct are:

- Central Commercial (C1);
- Secondary Commercial (C2);
- Highway Commercial (C3);
- High Density Residential (R3);
- High Density Apartments (R3A);
- Residential Mobile Home Park (RMHP);
- Residential Detached Dwelling/Mobile Home (R1D); and
- Urban Expansion (UE).



C5 – Commercial Shopping Centre



C2 – Secondary Commercial

## Town of Slave Lake

Amendments to Secondary Commercial (C2) district should focus on:

- Fostering a mix of uses;
- Promoting development that addresses the public realm; and
- Introducing medium-rise residential developments.

### Institutional

Northern Lakes College is a key asset to Slave Lake.

The current LUB districts found in this precinct are:

- Institutional (I); and
- Council Direct Control (CDC) .

No major amendments are necessary to this district. Permitted and discretionary uses may be reviewed to allow a variety of student housing opportunities in this precinct.

### Mixed Uses

The Mixed Commercial/Residential (C1A) district in the existing Land Use Bylaw includes the following key permitted and discretionary uses:

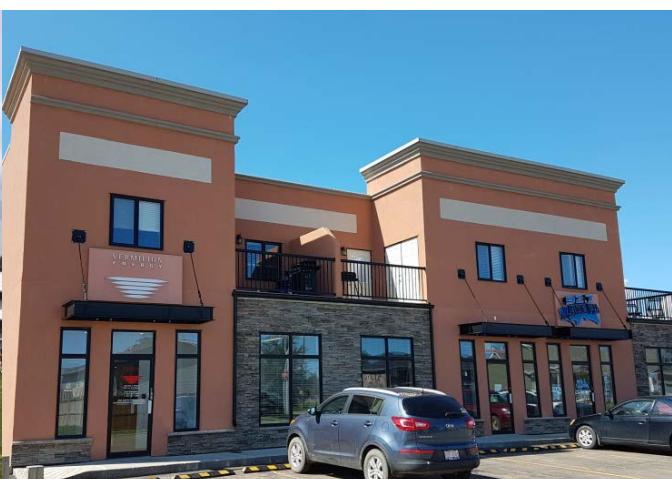
- Financial establishments;
- Grocery stores;
- Medical and health office;
- Offices;
- Personal services;
- Apartments above ground floor commercial establishments;
- Hotels; and
- Supportive housing.

The AP vision seeks to promote mixed-use residential and commercial developments in various downtown precincts. In order to achieve this vision, the Town should consider either amending the C1A district or establishing multiple new mixed-use districts to address precinct-specific visions.

The viability of pedestrian oriented downtown businesses is dependent upon types of commercial developments within other parts of the town including the highway corridor. The Town should review permitted and discretionary uses within Highway Commercial (C3) district and establish a business environment where both highway commercial and downtown uses may complement each other for the prosperity of both commercial areas.

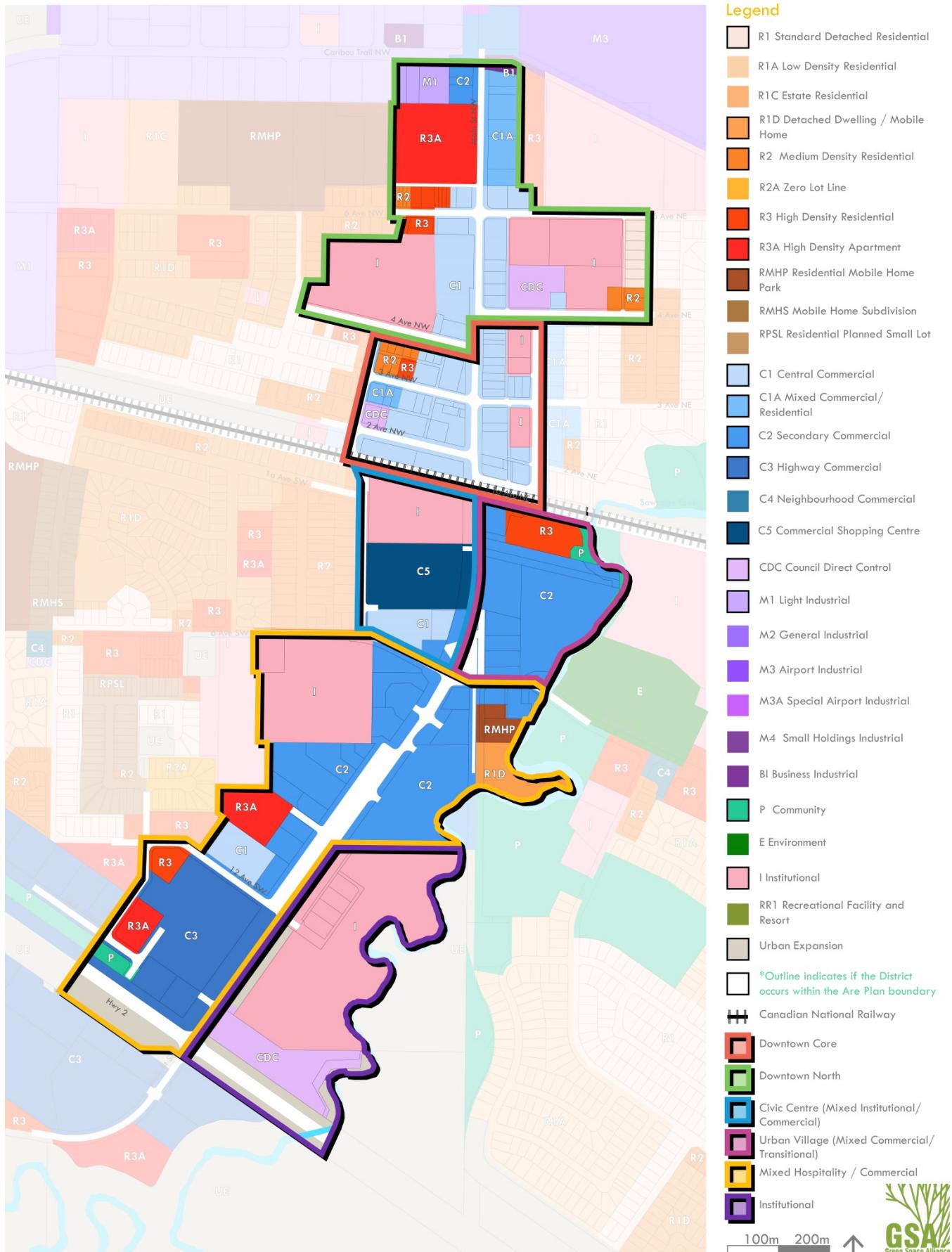


I – Institutional



C1A – Mixed Commercial/Residential

## Map 19 Existing Zoning within Precincts



## 8.1.2. Supporting Studies

The Town should consider undertaking the following studies, which could provide additional detail and information that could be used to inform the implementation of the AP.

- Servicing Capacity Study
- Tax incentives/exemption program
- Viability of improved pedestrian connections to the waterfront
- High level Transportation Impact Analysis (TIA) for the AP boundary
- Development Charges/Connection Fees/Levy Bylaw



Utility Building



Big Fish Bay

## 8.2 Funding the Plan

Capital expenditure will be required for implementation of this plan. 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.

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



### 8.2.1. Council Budget

Council budget, while a main source of funding, can often be lacking in necessary capital to single-handedly fund the implementation of the plan. Council should put in place a method of setting aside a percentage of their budget for funding the catalyst projects, understanding the long-term commitment required to realise the benefits of the plan.

### 8.2.2. Provincial and Federal Grants/Incentives

A wide range of provincial and federal grants, initiatives are available to municipalities to undertake a wide range of 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 municipality.

- 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
- Municipal Sustainability Initiative (MSI) – Capital
- Municipal Sustainability Initiative (MSI) – Operating
- Grants in Place of Taxes (GIPOT)
- Strategic Transportation Infrastructure Program (STIP)
- Disaster Recovery Program (DRP)
- 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)

### 8.2.3. Development Contribution

The MGA provides general direction and legislation for financial contributions from potential developments on the premise that development should offset any additional strain it may have on public infrastructure. The relevant MGA regulations providing direction for tools such as development agreement, redevelopment levy, off-site levy, community revitalization levy and Business Improvement Area Tax are highlighted below.

#### Development Agreements

Section 650(i) of the MGA allows for the following:

*“a Council may in a land use bylaw require that, as condition of a development permit’s being issued, the applicant enter into an agreement with a municipality to do any or all of the following:*

- (a) to construct or pay for the construction of a road required to give access to the development;*
- (b) to construct or pay for the construction of:*
  - (i) a pedestrian walkway system to serve the development, or*
  - (ii) pedestrian walkways to connect the pedestrian walkway system serving the development with a pedestrian walkway system that serves or is proposed to serve an adjacent development,”*

A development agreement ensures that the required services of a development are constructed to municipal standards and to pay for such items as the construction of roadways, walkways, public utilities, tele-communication systems, parking facilities, etc.

#### Redevelopment Levy

Section 647 division 6 of the MGA allows for the following:

*647(1) If a person applies for a development permit in respect of development in a redevelopment area and the area redevelopment plan contains proposals for residential, commercial or industrial development, a redevelopment levy may be imposed on the applicant in accordance with the bylaw adopting the area redevelopment plan.*

- (2) A redevelopment levy imposed and collected must be used to provide, in respect of the redevelopment area,*
  - (a) land for a park or land for school buildings designed for the instruction or accommodation of students, or*
  - (b) land for new or expanded recreation facilities, or both.*
- (3) On September 1, 1995 a redevelopment levy under the former Act continues as a redevelopment levy under this Part.*
- (4) A redevelopment levy imposed and collected under this Part or the former Act may be imposed and collected only once in respect of a development.*
- (5) A redevelopment levy imposed pursuant to this Part may vary between one class of development and another in a redevelopment area.*
- (6) If a redevelopment levy is collected, the municipality must pay that portion of the levy imposed to provide land for school buildings designed for the instruction or accommodation of students to the one or more school boards.*

A redevelopment levy must be associated with a specified redevelopment area. Notwithstanding this, once created, such a levy can be used to pay for parks, public recreational facilities and schools to support the redevelopment area.

#### Off-Site Levy

Section 648(1) of the MGA allows for the following:

*For the purposes referred to in subsection (2), a council may by bylaw:*

- (a) provide for the imposition and payment of a levy, to be known as an “off-site levy”, in respect of land that is to be developed or subdivided, and*
- (b) authorize an agreement to be entered into in respect of the payment of the levy.*

*(2) An off-site levy may be used only to pay for all or part of the capital cost of any or all of the following:*

- (a) new or expanded facilities for the storage, transmission, treatment or supplying of water;
- (b) new or expanded facilities for the treatment, movement or disposal of sanitary sewage;
- (c) new or expanded storm sewer drainage facilities;
- (c.1) new or expanded roads required for or impacted by a subdivision or development;
- (d) land required for or in connection with any facilities described in clauses (a) to (c.1).

Development and its subsequent servicing requirements can necessitate infrastructure improvements that create capital costs for the Town, an Off-Site levy is imposed for the purpose of reimbursing the Town for these costs.

#### **Community Revitalization Levy**

Section 381.2 (2) of the MGA allows for the following:

*A community revitalization levy (CRL) bylaw authorizes the council to impose a levy in respect of the incremental assessed value of property in a community revitalization levy area to raise revenue to be used toward the payment of infrastructure and other costs associated with the redevelopment of property in the community revitalization levy area.*

Similar to the Tax Increment Financing (TIF) used widely in the United States, a CRL provides a means to segregate property tax revenue increases that result from redevelopment. This could be focussed in the Downtown, or across the Town, and used to fund improvements in the AP.

#### **Business Improvement Area Tax**

Section 50 of the MGA allows for the following:

*A council may, by bylaw, establish a business improvement area (BIA) for one or more of the following purposes:*

- (a) improving, beautifying and maintaining property in the business improvement area;
- (b) developing, improving and maintaining public parking;
- (c) promoting the business improvement area as a business or shopping area.

And, Section 51 of the MGA allows for the following:

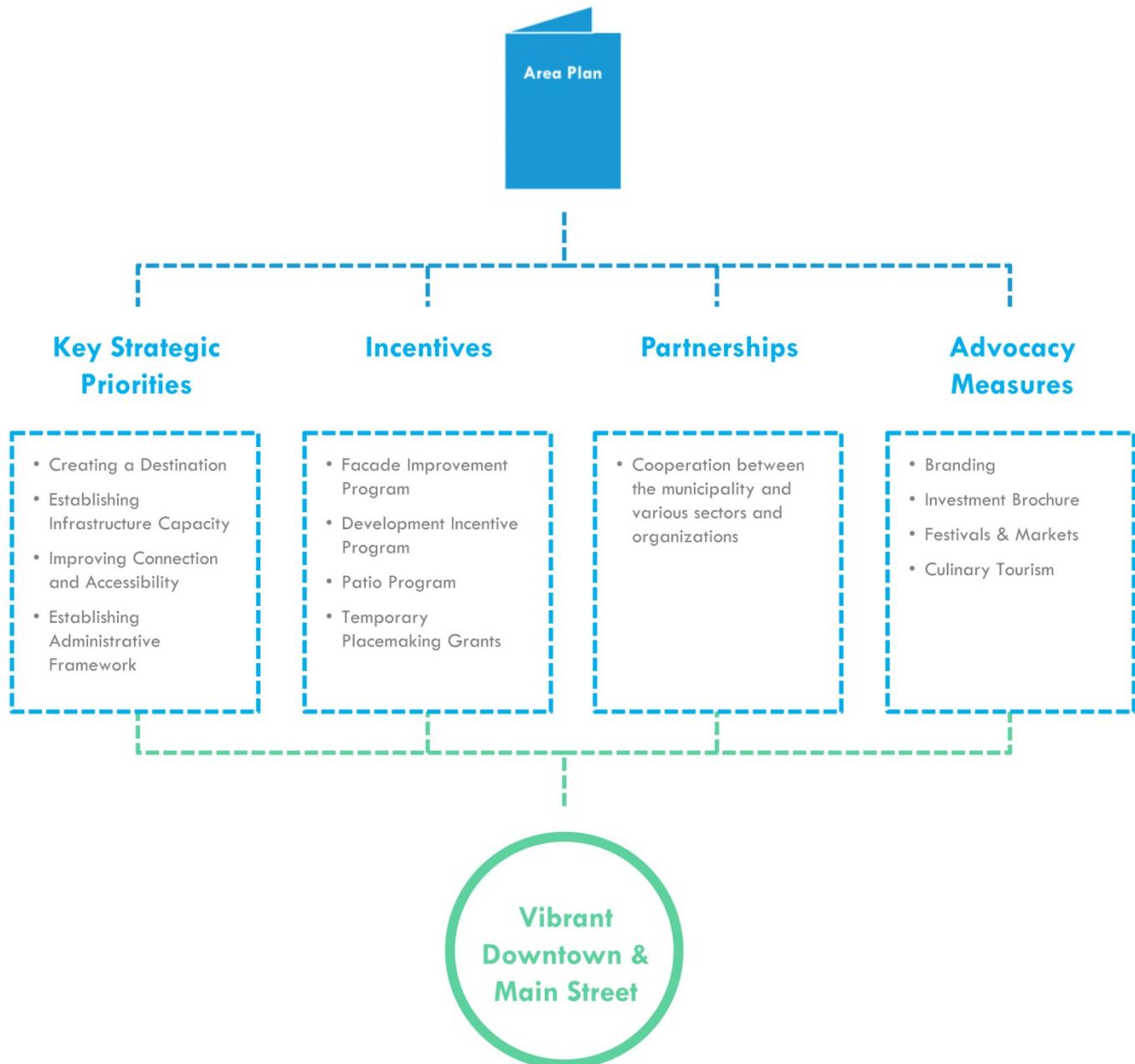
*The Minister may make regulations respecting a business improvement area tax.*

A BIA is established by businesses in an area to jointly raise and administer funds for various projects and promotional activities within the zone throughout the year. A tax rate is established for each BIA to raise the required revenue to meet their budget requirements. The municipal Council approves the establishment of BIAs, their annual budgets, and the annual tax rates. A BIA could be developed for the Town of Slave Lake's downtown area.

### 8.3 Supporting the Plan

To implement the AP, the Town must take the lead, however any potential action should be purposeful and focused. Taken alone the adoption of the AP, alignment of the LUB, supporting studies and sourcing funds will not succeed in revitalising the Downtown. The Town must act and take a lead in bringing together these key steps, and delivering and funding key priorities and projects in order to spur redevelopment, creating the right market to instigate development and regeneration.

The following is a recommended list of key priorities and catalyst projects to move the AP toward reality. The delivery of these key strategic priorities will directly confront the challenges of Downtown, build on existing strengths, and leverage participation from all of those who benefit from the Downtown.



### 8.3.1. Key Strategic Priorities

The Plan sets out a number of strategic priorities that are essential to the transformation of the Downtown over the next 15-20 years. These projects have a strong potential to trigger redevelopment; send a positive message to the development industry; and eventually attract new private investments to the community. A total of fifteen strategic priorities classified into the following four categories are identified for the plan area.

- Creating a Destination
- Establishing Infrastructure Capacity
- Improving Connections and Accessibility
- Establishing Administrative Framework

These projects are essential to realizing the AP vision to create a vibrant, well designed and pedestrian-friendly Downtown with a unique image.



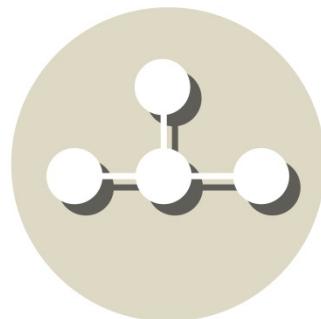
**Creating a Destination**



**Establishing Infrastructure Capacity**



**Improving Connections & Accessibility**



**Establishing Administrative Frameworks**

## Creating a Destination



### 1. Commercial Anchor and Museum

Anchor tenants and attractions draw other businesses to locate around them as well as draw patrons. The anchor businesses create stable platforms around which other businesses can foster. Attracting an anchor tenant would help re-focus activity within the Downtown and balance the existing large anchors located along the south end of Main Street and the Highway 2 corridor. The Town should work with landowners of vacant sites within Downtown Core precinct and attract boutique commercial anchors such as a grocery store or similar businesses. Opportunities for a potential museum that may celebrate local history and culture should also be explored.

### 2. Visitor Information Kiosk in the Downtown

Increasing tourism in the Town was identified as a key component of Slave Lake Region Tourism Strategy. A visitor centre for Lesser Slave Lake exists along Highway 2 southeast of the Town. An additional small-scale visitor information kiosk in the Downtown would act as a central point of information for tourists visiting and staying in the Town. The exact form and location of such kiosk or kiosks may be established through partnerships with local businesses.

### 3. Central Plaza/Gathering Place

The need to provide a central gathering place as a focal point is a key component of the development concept and was also identified within the Town of Slave Lake Recreation Master Plan. Provision of such a space would help attract local festivals, cultural activities and public events, which may in turn provide animation of public spaces. In addition, the central plaza can also be used for informal leisure and recreation for downtown users.

### 4. Downtown Street Closures

Promotion of street closures, as identified in Map 16: Transportation, would assist in strengthening the provision of a flexible urban space in Downtown. It would allow a temporary expansion of pedestrian space to animate the Downtown and can be undertaken in conjunction with the provision of spaces to accommodate markets, social gatherings and other cultural events.

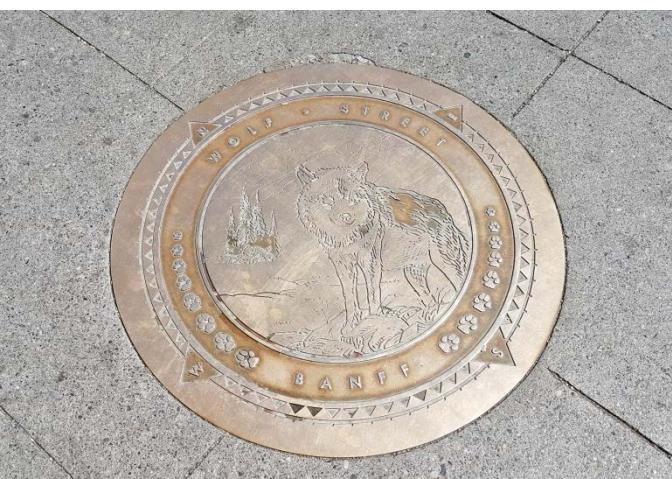
### 5. Tactical Placemaking

Unique placemaking features can help foster a sense of place, ownership and build communities around interesting and unique places. Such branding would assist in fostering the vibrancy envisioned in the AP vision.

Crosswalk art, pavement colours, banners and distinct street furniture are examples of how a unique brand for the downtown can be created. The Town may consider launching public design competitions to foster ownership of such branding.



Riverboat Daze Festival on Main Street NW



Tactical Placemaking – Banff

## 6. Entrance/Public Art Feature Along the Highway and Downtown

Welcoming markers and unique gateways help increase the legibility of downtown to residents and tourists. Custom-designed public art features could be used to capture a sense of arrival, contribute towards beautification and branding and improve public perception. This would help create a distinct character for Slave Lake and allow for better connections to the various tourism assets around the town. In addition, special markers may be installed at key entrance gateways to the Downtown Core and Downtown North precincts.

## 7. Attract New Housing/Mixed Use Developments

New development that brings residential as well as commercial opportunities and pedestrian activity to Downtown was highlighted as an objective of the AP. It would help create a sense of vibrancy and could offer opportunities for unique built form.

## Establishing Infrastructure Capacity



## 8. Servicing Upgrades

Ensuring that there is sufficient water, stormwater and sanitary capacity to facilitate growth is a key priority of the AP. Servicing upgrades should be earmarked, planned and delivered in advance of expected development or be undertaken in as a condition of future development in partnership with the development industry.

## 9. Parking for RVs

Tourists who may seek to take advantage of Slave Lake's natural assets can provide additional pedestrian as well as business activity to Downtown. RV Parking Lots around Downtown would provide managed and controlled areas to seize this opportunity, and should be linked to the Downtown amenities and services.

## 10. Transportation

Existing transport infrastructure is overwhelmingly vehicle-oriented; consequently Main Street SE acts as a barrier to east-west pedestrian movement. Permeability and legibility are important factors within the overall urban design of an area, and creating a transport network that is balanced towards all users of the Downtown irrespective of their method of travel will bring together the various Downtown precincts, develop permeability and improve the overall attractiveness to pedestrians. As discussed in Section 7.9 Transportation, the Town may undertake a Transportation Impact Analysis for the Downtown and Main Street areas to assess the impact of the proposed developments on the existing transportation infrastructure.



Public Art – Town of Stoney Plain



Information Kiosk – Canmore

## Improving Connections and Accessibility



### 11. Linear Park

Public realm improvements to the existing pathway along the eastern side of Main Street SE provide opportunities for developing a linear park connecting the Highway 2 corridor to the Downtown Core. Opportunities for incorporation of new locally inspired public art and local business promotion should be explored.

### 12. Regional Trail Connection

A wide range of natural attractions and amenity areas exist in close proximity to the Town of Slave Lake. A regional trail connection can link the lakefront, the Slave Lake Provincial Park and the Sawridge Creek to Main Street. Such regional trail connections would create additional pedestrian activity through Downtown whilst linking it to the regional assets for residents and tourists alike.

## Establishing Administrative Framework



### 13. Downtown and Main Street Design Review

A design review panel composed of local professionals can play an important role in improving the quality of design throughout the proposed developments in Downtown. The Town should consider expanding the role of their Municipal Planning Commission (MPC) to undertake a design review of key projects in the AP area.

### 14. Festival and Events Policy and Guidelines

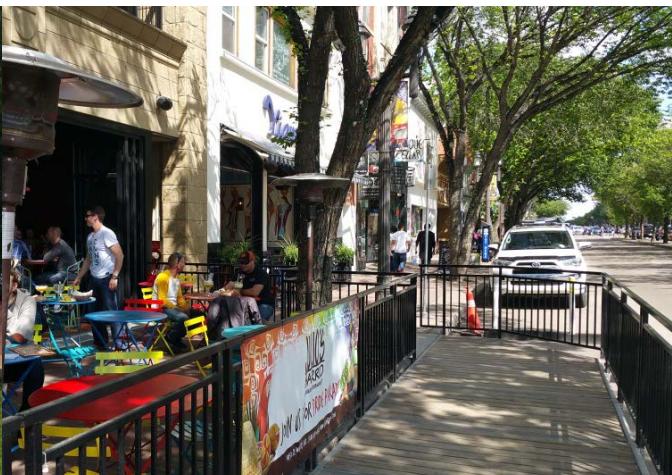
The Town should develop a Festival and Events policy and related guidelines to attract potential tourism and service providers.

### 15. Outdoor Boulevard Café Encroachment Agreements

The Town should develop a customized Outdoor Boulevard Café Encroachment Agreement template and promote local business owners to use such business opportunities.



Rest areas within a linear park



Patio encroachment along Whyte Avenue, Edmonton

### 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 Downtown. The provision of such funds can remove the financial barriers and trigger investments in the private realm.



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

#### Facade Improvement Program

A facade improvement program would encourage owners to invest in facade renovations and storefront improvements. This would make the Downtown a more inviting and interesting place to walk and shop, build civic pride and improve the marketability of the Downtown.

#### Development Incentive Program

Given the higher costs associated with development Downtown, a program of incentives focussed on key developing downtown sites would assist in kick-starting their development, which in turn can be guided by the AP.

Such incentives are provided by many municipalities to encourage Downtown development, leverage private investment and usually take the form of grants, tax incentives, or technical assistance.

#### Patio Program

In order to allow businesses to take advantage of the better seasonal weather, a program to enable Downtown businesses to construct seasonal patios on a public sidewalk or within roadway parking in front of businesses should be explored.

The creation of patios will encourage an increased public presence on the streets of downtown and activity in the summer months.

#### Temporary Placemaking Grants

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



Facade Improvement



Patio Program – Canmore

### 8.3.3. Partnerships



Implementing the AP will in part require support and cooperation between the municipality and various local organizations. Partnerships should be sought with various bodies and key institutions in the town as well as other levels of government.

Key local groups/organizations that could be approached include:

#### **Lesser Slave Lake Economic Alliance (LSLEA)**

LSLEA is a non-profit organization whose members share the common goal of advancing economic development initiatives for the benefit of the Lesser Slave Lake region. They are a Regional Economic Development Agency for the area.

#### **Slave Lake Chamber of Commerce**

The Chamber of Commerce are an active body of members that promote the interests of member businesses in the area. They are financially supported by the Town to promote local business through advocacy, facilitation and partnerships.

#### **Alberta Parks**

Alberta Parks manage the provincial park system and sets out a 10-year vision (2009-2019) in its plan for parks document. They promote active use of all parks in Alberta supported by inclusion and accessibility.

#### **Lesser Slave Lake Bird Observatory (LSLBO)/Boreal Centre for Bird Conservation (BCBC)**

Both facilities operate within the Lesser Slave Lake Provincial Park and provide opportunities for recreation, leisure, education and research. They attract members, visitors and pupils on educational visits. BCBC functions as the visitor centre for the Park, providing information on trails and exhibits about the park.

#### **Alberta Conservation Association (ACA)**

The ACA promotes the use of the outdoors and conservation of natural habitats. The ACA provides information and education on the outdoors.

#### **Tri-Council & Regional Economic Development Committee**

The Tri-Council is an intermunicipal body including the Town that seek to promote the area and provide collaborative governance. As part of the Tri-Council the EDC recently proposed a tourism strategy to strategically direct effort to promote tourism in the area.

#### **Entrance Public Art/Visitor Facility**

The Town should work with the landowner of the highway commercial property located at the northeast corner of Highway 2 and Main Street SE to establish a new entrance feature for the Town. This site should be developed as a mixed use development with opportunities for commercial and institutional uses that may benefit the Town and travelling public.

#### **Downtown Core Commercial/Institutional Anchor**

The Town should work with landowners of vacant sites in the Downtown Core precinct to attract a major commercial or institutional anchor development.

#### **Downtown North Expansion/E.G. Wahlstrom School Site Redevelopment**

The Town should continue to work with the High Prairie School Division and explore opportunities for the short-term and long-term use of the portion of the school land along Main Street NE frontage for uses that may support downtown revitalization.

#### **Special Projects (with existing property owners)**

The Town should continue to work with key landowners of existing buildings such as the Potpourri Mall, the Theatre and other vacant buildings within Downtown Core precinct to explore the viability of unique uses and shared facilities.

### 8.3.4. Advocacy Measures

The Town should explore the following advocacy measure aimed towards attracting new investments within its Downtown and Main Street areas.



#### Branding

Branding can act as a conduit for relationship building and fostering a distinct image for the Town. The Town should establish a distinct graphic branding for the 'Nature Unlimited' theme established for the downtown and incorporate it in various tactical placemaking initiatives.

#### Investment Brochure

A custom-designed Investment Brochure could be developed by the Town for the Downtown and Main Street areas to advertise its strengths, economy, growth potential and key development sites or potential opportunities as set out in the AP.

Given the un-paralleled audience of digital marketing, the primary medium of distribution could be electronic; however other mediums should be explored.

#### Festivals & Markets

Local festivals provide an unique opportunity to generate activity, bring the community together and attract visitors to the Downtown. Currently within the Slave Lake area, there are multiple festivals as follows: Show n' Shine Car show, Geocaching events, an Easter Family Egg-stravaganza, Relay for Life, Frost Fest, Flatbush Festival, Sand Blast, Spooktacular Halloween Party, Riverboat Daze, Farmer's Market and various Christmas Charity events.

The Town should identify strong festivals that currently generate a significant amount of patrons and explore how they can be connected to or assisted by activities in the Downtown, branding, street closures or downtown parks and plazas.

Further to this, repeating Markets can also strengthen the uniqueness and identity of the Downtown attracting additional clientele and boosting economic activity. Rene Hall Plaza as a focal point in should be the primary place for any markets and supported if necessary by street closures.

#### Culinary Tourism

The Town should work with local businesses and promote local themes for culinary tourism opportunities.



Logger Sports Day along Main Street SE



Branding – Canmore

## 8.4 Monitoring and Review

In order to monitor the implementation framework as set out in the AP, an annual monitoring report should be produced by Town's administration. The purpose of the report is to:

- Provide information on key trends in the municipality;
- Identify the effects of planning policies on social, environmental and economic outputs in the Downtown and Main Street areas;
- Help determine how well the municipality is meeting its objectives, targets and programmes identified in the AP; and
- Inform future plans and policies.

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

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



Town of Slave Lake Riverboat Daze



Town of Slave Lake Riverboat Daze

## 8.5 Action Plan

The following is detailed Action Plan that outlines key actions necessary to implement the long-term vision established for the area. The Action Plan allocates responsibilities for various stakeholders and provides a high level direction for potential costs as well as priority for each action.

Responsibility	Source of Funding	Priority	Cost
• CS – Community Services	• Town Budget	• High: 1-5 years	• \$: \$10,000 – \$20,000
• F – Finance	• Provincial Grant	• Medium: 6-10 years	• \$\$: \$20,000 – \$50,000
• O – Operations	• Admin Support	• Low: 11-15 years	• \$\$\$: \$50,000 – \$150,000
• PD – Planning and Development	• Partnership		• \$\$\$\$+: >\$150,000

## Regulation/Policy

Regulation/Policy	Responsibility	Source of Funding	Priority	Cost
1 Zoning Bylaw Update (RV parking, Downtown/Main Street and Highway Land Use Districts)	PD	Town Budget	High (Year 1)	\$
2 Festival and Events Policy and Guidelines	CS	Town Budget	High (Year 1)	<\$
3 Outdoor boulevard café encroachment agreements	PD	Town Budget	High (Year 2)	<\$
4 Downtown and Main Street Design Review Framework	PD	Town Budget	High (Year 4-5)	Add Budget to MPC, project specific peer review

## Studies

Studies	Responsibility	Source of Funding	Priority	Cost
1 Servicing Capacity Study	O	Town Budget	High (Year 5)	\$\$ - \$\$\$
2 Tax incentives/exemption program	F	Town Budget	Medium	\$\$
3 Viability of urban campground/partnerships	PD	Town Budget	High (Year 1-2)	\$
4 Transportation Impact Analysis	O, PD	Town Budget	Medium	\$\$
5 Development Charges/Connection Fees/Levy Bylaw	O, PD	Town Budget	Medium	\$

## Catalyst Projects

Catalyst Projects	Responsibility	Source of Funding	Priority	Cost
1a Linear Park along Main Street – West	CS, PD	Town Budget	Medium	\$\$
1b Linear Park along Main Street – East	CS, PD	Town Budget	High (Year 2-3)	\$\$
2 Rene Hall Plaza redesign	CS	Town Budget/Provincial Grant	High (Year 3-4)	\$\$\$+
3a Downtown Tactical Placemaking	CS	Town Budget	High (Year 1)	\$
3b Downtown entrance features	PD	Town Budget	High (Year 2-3)	\$\$\$
4 Trails along Sawridge Creek	CS	Town Budget	Medium	\$\$
5 Downtown North Streetscape	PD, O, CS	Town Budget/Provincial Grant	Low	\$2,500,000
6 Unique outdoor event family oriented public space	CS	Town Budget	Medium	\$\$
7 Downtown banners, art poles, artistic pavement		Town Budget/potential BIA budget	High (Year 1-2)	\$\$

## Incentive Programs

Incentive Programs	Responsibility	Source of Funding	Priority	Cost
1 Facade Improvement Program	PD	Town Budget	High (Year 1)	\$
2 Development Incentive Program	PD	Town Budget	High (Year 2)	\$
3 Patio Program	PD	Town Budget	Medium	<\$
4 Temporary placemaking grants	CS	Town Budget	Medium	\$

## Partnerships

Partnerships	Responsibility	Source of Funding	Priority	Cost
1 Entrance Public Art/Visitor Facility	Town of Slave Lake/Landowner	Town Budget	Medium	\$\$\$\$+
2 Downtown Commercial/institutional anchor	Town of Slave Lake/Landowner	Admin Support	High (Year 1-3)	Partnership
3 Downtown North expansion/E.G. Wahlstrom School site redevelopment	Town of Slave Lake/High Prairie School Division	Partnership/Land Swap	Medium	Partnership
4 Special project (with existing property owners)  One per year (Museum, Potpourri Mall/Theatre and other building revitalization)		Admin support/ marketing support	Medium	Case-by-case Max. \$\$\$

## Advocacy

Advocacy	Responsibility	Source of Funding	Priority	Cost
1 Downtown branding	CS	Town Budget	High (Year 1)	\$\$
2 Downtown and Main Street Investment Brochure	PD	Town Budget	High (Year 1)	<\$
3 Downtown festivals and events promotion	CS	Town Budget	High (Year 1)	
4 Downtown market	CS	Partnership	Medium	
5 Culinary Tourism	CS	Partnership	Medium	

# 9

Definitions of terminology used throughout the Area Plan are provided below for clarity.

**Area Plan (AP)** means a statutory planning document that establishes a policy framework to implement a desired future development vision of a specified area. An Area Plan is also commonly referred to as an Area Redevelopment Plan (ARP).

**Barrier-free Access or Accessibility** is a design characteristic that ensures the built environment is accessible to all individuals with physical or cognitive difficulties.

**Crime Prevention through Environmental Design (CPTED)** is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability of the design approaches to influence offender decisions that precede criminal acts.

**Fine Grain** refers to small scale built form typically found in historic Main Street areas where building frontages have narrow widths and have a pedestrian-friendly expression.

**Mixed-use** means a development or building designed for more than one type of land use on the same parcel of land, such as residential and retail development, residential, and office and retail development, or office development.

**Placemaking** refers to actions necessary to transform an urban space into a vibrant 'place' for enjoyment of all age groups to where people are attracted, where they feel safe and feel comfortable. Good placemaking can be achieved in a variety of ways to address site-specific issues and challenges.

## Town of Slave Lake

**Pocket Park** is a small public park within an urban setting that can be used for a variety of uses such as a playground, leisure resting spot, lunch breaks, and small events.

**Private Realm** means lands within private ownership.

**Public Realm** means the public environment involving all public lands, sidewalks, park, and streets.

**Right-of-way** means the publically owned land, used for the provision of public infrastructure and services, adjacent to private property frontages.

**Rolled Curb** provides a gradual slope of a few inches from the street to the sidewalk.

**Setback** means the distance that a development or a specified portion of it must be set back from a property line. A setback shall be measured perpendicularly from the applicable front, rear or side property line to the closest portion of the building facade.

**Stepback** means the setback of the upper storeys of a building from the edge of the building frontage that meets the ground.

**Tactical Placemaking** uses small changes in land uses or activation of spaces to increase social opportunities through low cost and quick projects. Examples of tactical placemaking may include:

- Adding a sidewalk patio to a restaurant frontage to increase street level activity in order to activate the public realm;
- Changing the use of a building to mixed-use to provide commercial and residential activity; and
- Adding moveable tables and chairs to a public square to allow people to gather.

**Urban Design** is the organization and strategic design of the both the public and private realm in a manner that creates an attractive and functional environment for the users.

**Urban Design Guidelines** are recommendations used to implement urban design best practices within developments.

**Walkable** means the characteristic of a built environment that is conducive to allowing individuals to walk to everyday destinations with ease and enjoyment.





ISL Engineering and Land Services Ltd.