

**Town of Fox Creek
Comprehensive
Community Plan**

—
**Downtown
Area
Redevelopment
Plan**

Bylaw 777-2016



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INTRODUCTION

The Downtown Area Redevelopment Plan (DARP) for the Town of Fox Creek presents a vision for the core of our community over the next 25 years. As our community grows and develops over time, we intend for our downtown to serve as a retail and service hub that not only provides a centre for local residents, but also serves the region as a whole.

In addition to providing additional commercial opportunities, we also want to position our downtown as a centre of community activity. By supporting linkages with other neighbourhoods, providing well-designed public spaces, and encouraging the development of housing units in mixed-use buildings, we can bring new residents and visitors alike into a dynamic downtown core that truly serves as the heart of the community.

1.1 PURPOSE AND DIRECTION

To achieve the future envisioned for our downtown, the DARP provides a framework for the actions necessary to promote a vibrant Town centre. This includes:

- Investments in **infrastructure** necessary to support new development and intensification
- Changes in allowable land uses to promote a **mix of activities** at greater intensities in the downtown
- Promotion of **building and site design requirements** that encourage a consistent aesthetic and image for new downtown development, and a strong interface with public spaces
- Planning for **civic facilities and public open spaces** to encourage an attractive public realm for residents and visitors
- Development of streets, sidewalks, walkways, and trails to provide **accessibility to the downtown** for all users

This Plan is intended to be a living document to guide growth over the next 25 years. As such, it considers a number of important trends that will influence the Town into the future, including:

- **Long-term regional growth** in economic activities, including oil and gas, forestry, mining, and support services
- Expansion of **truck transportation** along Highway 43
- **Regional competition** with other activity centres to attract new residents and economic activity
- Growing need for **workforce housing options** to support local workers
- Increased numbers of **temporary workers** housed in the Town
- **Demographic shifts** that will increase the senior citizen population and heighten competition with other communities to attract younger workers

This document complements the Municipal Development Plan (MDP), which was developed concurrently the DARP, and with associated revisions to the Land Use Bylaw, all as part of the Comprehensive Community Plan (CCP). As such, this Plan aligns with the policies of the MDP and provides additional details for land use, planning, and development for the downtown area.

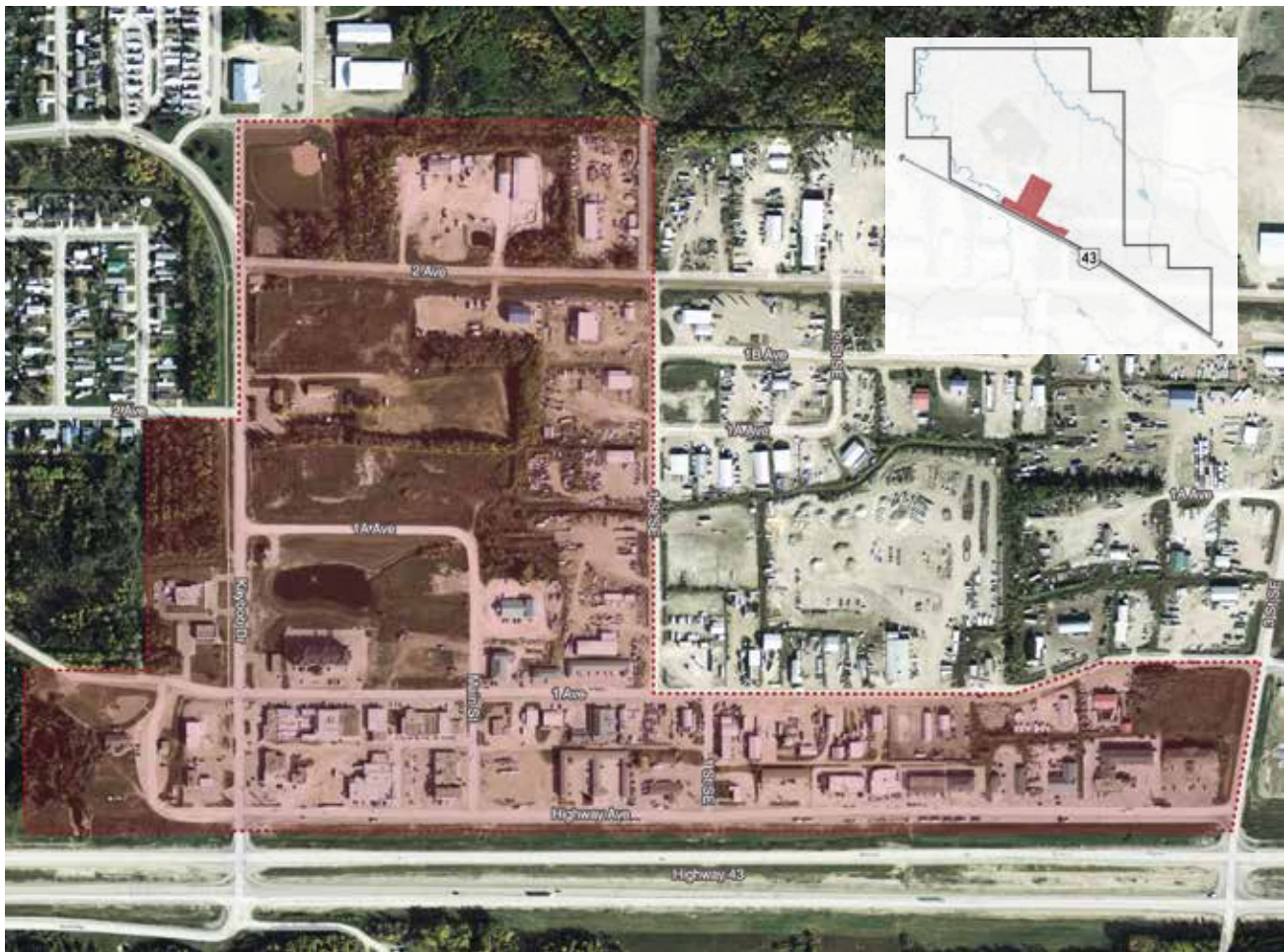


Figure 1.1. Downtown Area Redevelopment Plan Study Area.

1.2 STUDY AREA

The boundary of the study area for the Downtown Area Redevelopment Plan is shown in Figure 1.1. This area includes:

- Public service and commercial development to the northwest of Kaybob Drive, around the Town Hall
- The area along Highway Avenue between Kaybob Drive and 2 Street SE, extending back to 1 Avenue
- The area bounded by Kaybob Drive, 1 Avenue, 1 Street SE, and the right-of-way north of 2 Avenue

This area incorporates the locations typically considered as the downtown, including most of the designated retail and service commercial areas, as well as the two main gateways into the community. Additionally, this area includes many of the public

facilities that provide services to the community, such as the Town Hall, Town Museum, and RCMP station.

1.3 STRUCTURE OF THE PLAN

Our Plan has been developed to provide a more detailed set of planning policies for the downtown of the Town of Fox Creek. These policies have been organized in the following sections:

Section 2 provides our **Vision for the Downtown**, including the mission statement for the Plan and key strategic principles to be considered in the development of policies.

Section 3 provides a **Downtown Context**, including a brief history of the downtown and the current conditions that will impact future planning and policies.

Section 4 provides our overall **Downtown Development Concept**, describing general policies to guide development across the downtown.

Sections 5 through 8 provide specific design and planning concepts for four distinct precincts in the downtown: the **Town Core, Civic, Mixed Use, and Highway Avenue Precincts**. These sections include elements particular to each of the precincts, including considerations of land uses, streetscapes, site design, built form, and theme.

Section 9 includes a discussion of **Mobility** options in the downtown, including street access for vehicles and a discussion of the infrastructure needed to accommodate pedestrians, cyclists, and the truck transport that supports industrial activities.

Section 10 is a description of the improvements to the **Public Realm** recommended by the Plan. This includes streetscapes in the downtown, public spaces such as Oasis Park, and connections with surrounding recreation areas and open space.

Section 11 concludes the Plan, and describes the **Implementation** of the policies in the document, including the mechanisms through which the Plan will effect change, and the methods that the Town can use to regularly amend the Plan and manage change in the downtown.

2

A VISION FOR THE DOWNTOWN

Our Vision collectively describes the preferred long term outcome for the downtown. It highlights our aspirations for what the area will become, and indicates those areas which we feel will require investment and policy focus to achieve positive outcomes. A set of planning principles, which incorporate key community values, support the Vision and guide the actions needed to fulfill it.

Both the Vision and supporting planning principles were developed with the participation of the community. A comprehensive public engagement process was carried out as part of this work, where stakeholders and residents were provided with the opportunity to guide the development of the Plan.



2.1 OUR DOWNTOWN VISION

By the year 2041, Downtown Fox Creek will:

Present a strong, unified character and identity as the centre of business and everyday life in the Town. One of the most important goals of this Plan is to solidify the image of downtown Fox Creek as a strong centre. Marketing the community and the downtown as a place to shop and do business will require the downtown to present a strong sense of place and identity to residents and visitors alike.

Contain a diverse mix of uses and a concentration of activity that support the local economy and quality of life. Developing a strong downtown to anchor the community does not simply rely on additional commercial space, but a broader set of uses that can provide a range of services to the community. These uses include shopping and employment opportunities as well as housing alternatives in a walkable and accessible neighbourhood.

Provide a focal point for the community to maintain and support social connections and local spirit. While there are a number of locations in the Town that can be used for public gatherings and recreation, there is no strong centre that currently serves as a focal point for community events and celebrations. Ensuring that the Town has a designated core that draws people to local gatherings can promote community spirit and connections between residents.

2.2 PLANNING PRINCIPLES FOR THE DOWNTOWN

The following high-level planning principles will guide actions taken to achieve the Vision for downtown Fox Creek:

Liveability. As the downtown will be intrinsic both to the social environment and quality of life in the community, the design and development of the area should promote active, attractive, and high-quality public and private spaces within which people can gather, shop, and socialize.

Economic Vitality. The downtown will be promoted as a retail and service centre supporting the community and region. As such, policies and planning should support a diverse range of businesses that can serve a wide range of needs.

Mobility. While we recognize that many residents and visitors to the downtown will continue to drive to access services and amenities, people should be able to access destinations within and surrounding the downtown by alternative modes of transportation, such as walking and cycling. This will not only support activity on the street, it will encourage the role of the downtown as a centre and promote visits to other destinations in the area.

Sustainability. The downtown will incorporate development principles that promote a long-term perspective on environmental, economic, fiscal, and social sustainability. Where practical, infill and redevelopment will be encouraged in the downtown to improve the local property tax base and reduce the need to develop new land.

2.3 PLANNING PRECINCTS

The area reviewed under the DARP has been divided into four distinct areas or “precincts”, based on differences in key characteristics such as:

- Existing land uses
- Current buildings and site design
- Availability of land for development / potential for infill
- Public open space and parks
- Requirements for pedestrian connections
- Location relative to major transportation routes

The planning precincts in this Plan, shown in Figure 2.1, include:



Figure 2.1. Downtown Planning Precincts.

- The **Town Core Precinct**, representing the pedestrian-oriented central business district, with significant retail and service commercial development linked with public spaces
- The **Civic Precinct**, which includes existing and planned institutional buildings that provide public services to the community
- The **Mixed Use Precinct**, encompassing areas with significant development capacity that should be used to support both commercial and residential uses
- The **Highway Avenue Precinct**, which incorporates the Highway Avenue street alignment as well as the highway-oriented uses visible from Highway 43

Given that these four areas will likely have separate functions in the downtown, they require different approaches to manage development to support their future uses and roles. To this end, each planning precinct is provided with an individual set of policies designed to address its intended functions.

An aerial photograph of a town, likely Fox Creek, showing a mix of residential and commercial buildings. In the background, there is a large, dense forest. In the foreground, a baseball field is visible, along with several large, light-colored industrial or commercial buildings. The image is overlaid with a semi-transparent red banner that contains the section title and text.

3

THE DOWNTOWN CONTEXT

The downtown core of Fox Creek is the historic centre of the community, and it provides retail, service, and institutional uses to serve both the local area and the region. However, while this area has acted as the heart of the Town since it was founded, there is still significant capacity for both new and infill development. Providing for an active and vital downtown in the future will involve careful consideration of the current planning context, and the creation of strategies that leverage existing strengths to achieve desired community outcomes.

This section provides an outline of the current planning context for the DARP, and presents the considerations that informed the development of its planning policies. This includes an evaluation of the current opportunities and challenges to achieving the Vision for the downtown.

3.1 HISTORY OF THE DOWNTOWN

The completion of Highway 43 by Alberta Transportation in 1955 catalyzed the establishment of the downtown Fox Creek. The first two roads built, Kaybob Drive and Highway Avenue in 1956, now serve as the major corridors through the commercial centre and into the adjacent residential areas. The construction of roadways was followed by the construction of the town's first two houses, which were built by the Alberta Forest Services in 1956 to support a new ranger station that opened the following year.

Further settlement and commercial development occurred as the result of nearby employment opportunities in the emerging forestry and oil and gas industries. The first service stations with restaurants were built in 1957 by the British American Oil Company and Imperial Oil to support the daily needs of employees, and the post office was founded in 1958. As the town grew, land continued to be developed within the town centre for a variety of retail, office, and service-oriented commercial and industrial uses – uses that support the community and its visitors to this day.

3.2 EXISTING LAND USE AND BUILT FORM

This study area currently contains a mix of commercial, industrial, and institutional uses, including the following:

- **Highway-oriented commercial.** Sites located along Highway Avenue are oriented to providing services to users of Highway 43. A lane for truck parking supports use by operators of commercial and industrial vehicles.
- **Commercial / Central Business District.** Downtown commercial uses that are primarily oriented to serving the community are found along 1 Avenue, between Kaybob Drive and Main Street. Additional commercial uses are found throughout the downtown area, although typically at lower densities.
- **Industrial.** There are considerable industrial land uses within the downtown area, as well as in the industrial district to the east. Many of these sites represent lower intensity uses, with significant surface storage. Truck routes are required to support these sites.
- **Institutional.** There are several key institutional land uses in the downtown area, including the Town Hall, RCMP station, and Town Museum. These uses are concentrated along Kaybob Drive, close to

the entrance to the community, in a “campus” that is well-suited to accommodate future development of civic-oriented uses.

- **Vacant and underdeveloped sites.** In the northern section of the study area there are a number of sites that are not currently developed or that have minimal site improvements. These may be potential locations for future development to support the Vision for the downtown.
- **Oasis Park.** The downtown features one large public space, Oasis Park, located close to the centre of the study area. The park currently contains a stormwater drainage pond and minimal site improvements; future development can promote its role as a downtown open space and gathering area.
- **Downtown hotel.** Although there are accommodations located along Highway Avenue and 1 Avenue, the new hotel located south of Oasis Park is a four-storey development that represents a different scale and intensity of building form within the downtown.

In addition to these land uses, there are other features of the downtown area which are important elements to consider in this Plan:

- **Multi-use trail.** The community multi-use pathway runs along the northwest side of Kaybob Drive, between the civic uses in the downtown and the residential neighbourhoods to the north. This is a primary connection for pedestrians and cyclists, and should be supported and maintained by the policies of the DARP.
- **Sidewalks.** Although the multi-use pathway provides good access between downtown and the community, pedestrian mobility throughout downtown is hindered by a lack of public sidewalks. While some sites can be accessed by walking along the roadways, this does not represent a safe or attractive option for pedestrians to access downtown destinations.
- **Gathering places.** In addition to Oasis Park, there are several other key open spaces regularly used by the public. This includes spaces such as the pocket park close to the downtown core, as well as parking lots and other sites used temporarily for events. Improving these elements of the public realm can reinforce the downtown as a social and cultural centre for the community.

3.3 CURRENT ISSUES AND OPPORTUNITIES

When considering the current elements of the downtown, there are different characteristics that will impact future planning. The map in Figure 3.1 provides examples of the current strengths of the downtown that can be built upon to achieve the Vision for the area, as well as particular issues and challenges that must be addressed.

3.3.1 Opportunities

Although the DARP must take care to address potential issues and challenges, there are characteristics of the downtown that can support an attractive local and regional hub of activity.

- **Highway 43 proximity and visibility.** The location of the study area near Highway 43 positions the downtown as a service centre that can attract not only local customers but regional business as well. Ensuring the development of infrastructure, services, shopping opportunities, and other facilities that can take advantage of this access can help to support successful businesses in the downtown, and economic development for the community at large.
- **Proximity to new and existing residential neighbourhoods.** The downtown is also well-situated with respect to current and future residential neighbourhoods. Linkages with existing neighbourhoods to the north along 2 Avenue and Kaybob Drive can encourage residents to come downtown for shopping or entertainment, and the area can also attract residents passing through to access Highway 43. New neighbourhoods to be developed to the northeast can also be connected to the downtown via 1 Street E.
- **Public spaces, parks, and trails.** Oasis Park provides an important resource for future development of the downtown, presenting an opportunity to establish a well-designed park as a key focal point and gathering place in the centre of downtown. Connections with the multi-use pathway and the pocket park on 1 Avenue provide an important opportunity to extend the green network into the downtown, which can support connectivity in the Town as a whole.
- **Available land for development and redevelopment.** There are a number of undeveloped parcels within the study area especially north of 1 Avenue that can be developed to support the downtown Vision. Additionally, many existing developed parcels are ideal for

Figure 3.1. Current Downtown Issues and Opportunities.



intensification, infill development, and redevelopment to support a revitalized downtown.

- **Temporary population as local consumers.** Although the number of permanent residents living within and close to the Town could provide a market for a downtown service centre, the presence of temporary workers within and close to the Town can help to provide a significant customer base for local businesses, and support additional growth.

3.3.2 Issues

The issues that must be addressed in the Plan focus in part on the transition of an auto-oriented neighbourhood with lower density and industrial uses into a more pedestrian-oriented retail and service centre.

- **Downtown streetscapes.** The sidewalk network in the downtown is incomplete and ill-connected to surrounding neighbourhoods and amenities. Additionally, there are few public realm improvements, such as street furniture or trees, to provide a positive environment for walking in the downtown. A number of street crossings are not signalled, presenting a risk to pedestrians.
- **Highway Avenue interface.** Highway Avenue provides commercial opportunities related to Highway 43, and represents the public face of the community to highway motorists. These two elements must be balanced to ensure that these commercial activities continue to flourish while presenting an aesthetically pleasing community to visitors. At present, however, this interface is not designed to maximize visual appeal from the highway, and additional support for trucks and highway travellers could be encouraged.
- **Land use conflicts.** Industrial uses presently located in and close to the downtown can impact future commercial and residential uses through the nuisances from site activities and associated truck traffic.
- **Lack of street connectivity.** Larger blocks within the downtown reduce overall street frontage and hinder movement through the area. Providing for a more regular street grid can present a permeable transportation network to support downtown commercial and residential uses.



4

DOWNTOWN DEVELOPMENT CONCEPT

The Development Concept for the downtown provides an summary of the design and planning elements of this Plan. These recommended elements will help to achieve our Vision for the downtown as a strategic regional hub and a centre for commercial and civic services. Additionally, it will provide a means for the downtown to become a gathering place and active public area that contributes to local quality of life.



The Development Concept represents one potential outcome for the centre of the Town. This is not intended to provide a required form, use, or structure for all new development, but instead presents examples of how the themes and policies of the Plan could be incorporated into the future downtown. Landowners, developers, community groups, and other stakeholders should be encouraged by the Town to provide innovative solutions to reach the long-term Vision.

Major components of the Concept include:

- Four planning precincts that represent subareas in the downtown with different functions, land uses, and development considerations
- Two gateways into the community from Highway 43
- An enhanced street network with sidewalks, pathways, and a completed street grid
- Other improvements to the public realm, including proposed design concepts for Oasis Park
- Site development and building requirements to improve street interfaces and connections with the neighbourhood

An overview of the Development Concept is provided in Figure 4.1, and additional information on individual elements is found in the following sections of this Plan.

4.1 PLANNING PRECINCTS

The Plan area is divided into four planning precincts, which have been identified according to their existing characteristics and intended functions within the downtown. The objectives, policies, and guidelines set out in the DARP refer specifically to these precincts, and the additional details for individual precincts are provided in Sections 5–8.

4.1.1 Town Core Precinct

The Town Core represents the centre of the downtown, and includes a significant amount of existing commercial retail and service development. Additionally, this area incorporates Oasis Park and a smaller pocket park that provide the major public spaces in the downtown. It is expected that over time this area will become the major focus of redevelopment and public realm improvements to create a denser and more walkable area.

Figure 4.1. Downtown Development Concept.



4.1.2 Civic Precinct

The Civic Precinct is envisioned as a public services campus that includes the Town Hall, Town Museum, RCMP Station, and the future Fire Hall. This area would incorporate major gateway features to complement the entrance to the community at Kaybob Drive. The Civic Precinct will continue to act as the focus for public services, and will provide key connections between residential neighbourhoods to the north and the rest of the downtown.

4.1.3 Mixed Use Precinct

The Mixed Use Precinct will host a range of retail, office, institutional, and residential uses to encourage the development of the downtown as a major activity centre. This area also presents an opportunity to build a complete street grid that can connect the downtown with uses to the northeast, and integrate the area with existing neighbourhoods and facilities. Areas are provided to transition between commercial/residential uses to the industrial district outside of the downtown.

4.1.4 Highway Avenue Precinct

The Highway Avenue Precinct represents the commercial uses found along Highway Avenue between Kaybob Drive and 3 Street E. Given its proximity to Highway 43, this area will provide highway-oriented uses, including parking and services for trucks travelling along this route. Policies and planning for the Highway Avenue Precinct will focus both on reducing the visual impacts of these uses from the highway and on providing linkages with other precincts to promote the downtown as a place for visitors.

The concept for this area also includes a redesign of Highway Avenue. This includes the beautification of the corridor to improve the aesthetics of the street and frontage to Highway 43 while continuing to accommodate truck access and parking.

4.2 GATEWAYS

Access to the Town is provided through two gateways from Highway 43. These entrances into the community shall be improved as part of the Concept to present aesthetically attractive, functional, and safe entrances that are integrated well with the Town street network and downtown land uses.

4.2.1 Kaybob Drive Gateway

The junction of Kaybob Drive and Highway 43 provides the primary access to the downtown and major residential areas of the Town. Truck access will be required at this entrance to accommodate access to Highway Avenue, but strategies for

this area will focus on it as the “front door” for the community. The design concept also considers improvements along Kaybob Drive to provide safety for pedestrians crossing into downtown.

4.2.2 3 Street E Gateway

The primary access point to the Town’s industrial lands is located at the junction of 3 Street E and Highway 43. The design for this gateway will provide a well-designed and aesthetically attractive entrance, focusing on supporting truck traffic servicing industrial areas. Secondary access to future residential neighbourhoods will also be considered in the design.

4.3 STREET NETWORK AND SIDEWALKS

The transportation network in the downtown area will be enhanced through the Concept to allow for greater access to the downtown and between locations within the downtown. This includes:

- A **revised street grid** in the Mixed Use precinct to allow for smaller lots, increased frontage, and greater accessibility
- Improvements to **street cross-sections** to provide for interconnected sidewalks, street parking, and aesthetic improvements
- **Street crossings** to improve pedestrian and cycling access to the downtown from the multi-use trail and other neighbourhoods

Over the long term, these improvements will enhance the role of the downtown as a pedestrian and cycling-friendly service centre supporting the community.

4.4 PUBLIC REALM

In addition to the improvements to the streetscape, there are two elements of the public realm that are also included in the downtown:

- **Oasis Park**, which is envisioned as the main gathering point for the community in the downtown and includes improvements to encourage year-round use by residents and visitors
- The **1 Avenue pocket park**, which provides a smaller public space for visitors to the downtown to gather, and is connected to Oasis Park and the parking lot to the southwest used as an occasional space for public events

These spaces are intended to be linked to other components of the open space and recreation network through sidewalks and pathways, including the Town's multi-use trail.

4.5 SITE DEVELOPMENT AND BUILDING REQUIREMENTS

While public improvements to the downtown are important, new private development will also drive the function and use of the neighbourhood. The Design Concept includes considerations for a mix of uses in the downtown; the locations of parking and access; building form requirements for height, frontage, and articulation; and related requirements for urban form. These requirements are intended to support an attractive downtown environment that is appealing as a service and shopping centre, community gathering place, and residential area.

4.6 GENERAL POLICIES

The general land use policies in this section apply across the entire downtown area, and are intended to provide broad guidance to development. These policies are supplemented by area- and topic-specific policies in the following sections.

4.6.1 Compliance with this Plan

- 4.6.1.1 Land uses and urban design of future development in the downtown shall conform to the intent of the Precinct where the proposed development is located, as stated in the Goals of the sections of the Plan.
- 4.6.1.2 Notwithstanding this policy, existing development at the date of adoption of this Plan will be considered conforming.

4.6.2 Housing Options

- 4.6.2.1 For residential developments, including mixed-use developments with residential components, a range of housing formats is encouraged to accommodate different income levels, age groups, household types, and lifestyles.
- 4.6.2.2 Larger residential unit sizes and ground-oriented units should be provided for families and senior citizens as appropriate.

4.6.3 Accessibility

- 4.6.3.1 Development within the downtown is encouraged to incorporate building features that facilitate universal accessibility, including for the mobility challenged.
- 4.6.3.2 Any accessibility features should be contained within the property line.

4.6.3.3 Redevelopment of existing public realm spaces and planning for new public spaces shall incorporate universal accessibility.

4.6.4 Sustainable Building and Design

4.6.4.1 Development within the downtown is encouraged to incorporate sustainable neighbourhood design and building practices.

4.6.4.2 Key areas of interest for the Town include:

- Building energy efficiency
- Reduction of water use and wastewater
- Sustainable management of stormwater
- Native, biodiverse, and water-efficient landscaping
- Renewable energy generation and use (active and passive)
- Sustainable building materials

4.6.5 Lighting Pollution

4.6.5.1 Outdoor lighting should be designed to prevent light intrusion beyond the site by applying down-lighting, selecting lighting locations that contain light within the site, and employing lamp fixtures that do not allow direct-beam illumination to leave the site.

4.6.6 Design for Safety

4.6.6.1 Any development and planning for new public spaces and facilities should employ Crime Prevention Through Environmental Design (CPTED) principles to promote user safety.



5

TOWN CORE PRECINCT

The Town Core Precinct, shown in Figure 5.1, is centred on 1 Avenue between 1A Avenue and Highway Avenue, with a half block extension to 1 Street E. As the commercial and retail centre for the town, the Town Core Precinct is characterized by small-scale, street-oriented development and features Oasis Park and the 1 Avenue pocket park as major public spaces.



5.1 CONCEPT

Reflecting its importance as the retail and service hub for the Town and as a destination for visitors, the policies for the Town Core Precinct are intended to encourage walkability through more intensive land use and pedestrian-friendly street design. High-quality building design is supported to foster an attractive and cohesive neighbourhood character.

Future development in the precinct will respect the small-scale building and lot pattern and will include additional retail, office, restaurants, and specialty stores to support the area as a local and regional service centre for residents and visitors. Improved public open spaces and street infrastructure in the Town Core are provided to support walkability, connectivity, and amenity in the area.

5.2 GOALS

- Maintain and enhance the Town Core Precinct as the commercial and retail centre of the downtown and the Town
- Support opportunities for small-scale businesses to open and expand in the Precinct
- Maintain and improve the compact, diverse, small-scale, and street-oriented character of the original development pattern
- Ensure new development contributes to a high-quality public realm and pedestrian environment
- Provide opportunities for infill development and adaptive reuse of existing buildings
- Encourage improvements to the public realm, including sidewalks and landscaping, as redevelopment occurs
- Ensure an appropriate transition in development and built form with the adjacent precincts

5.3 LAND USES

The Town Core Precinct is intended to host retail and commercial uses, with an emphasis on infill, intensification, and adaptive reuse development projects, especially those that accommodate a mix of uses within a building or on a site.



Figure 5.1. Town Core Precinct Concept.

5.3.1 Land Use Mix

- 5.3.1.1 New development should incorporate a mix of commercial uses into individual buildings and sites to encourage a distribution of destinations across the Precinct.
- 5.3.1.2 Small-scale, street-oriented retail or service commercial uses should be provided on the ground floor of new buildings to contribute to an active streetscape.

5.3.2 Retail and Commercial Uses

- 5.3.2.1 Diverse street-oriented retail and commercial uses are encouraged to enhance the pedestrian environment, support the daily needs of residents, and attract visitors to the area.
- 5.3.2.2 Commercial establishments with restaurants or food services are encouraged to provide outdoor amenity spaces where possible.

5.3.3 Residential Uses

- 5.3.3.1 Residential mixed-use development in the Town Core may be developed at the discretion of the Town for buildings fronting on 1 Avenue.
- 5.3.3.2 Residential uses may only be included above the ground floor of buildings in the precinct.
- 5.3.3.3 Residential uses are limited to a maximum density of 75 units per hectare.
- 5.3.3.4 Mixed-use residential development must provide adequate buffers, screening, and other design considerations to mitigate nuisances from neighbouring areas.

5.3.4 Small-Scale Institutional Uses

- 5.3.4.1 Limited amounts of small-scale institutional uses may be incorporated into the Town Core Precinct.
- 5.3.4.2 Preferred institutional uses shall be service-oriented uses that provide high-traffic destinations for residents and visitors to the downtown, and can contribute to an active streetscape.

5.3.5 Infill

- 5.3.5.1 Infill development on existing lots is strongly encouraged within the Precinct.
- 5.3.5.2 Adaptive reuse of existing buildings is encouraged where practical.

5.4 SITE DESIGN

Site design policies for the Town Core are intended to encourage development close to the street to complement the development of a strong public realm. Supporting elements such as rear parking and loading facilities are also promoted to maximize frontage and mitigate impacts to the streetscape.

5.4.1 Setbacks

- 5.4.1.1 New buildings should be built to front property lines to maintain a continuous street wall.
- 5.4.1.2 Buildings may be set back to a maximum of 3.0 metres from the front property line to accommodate outdoor amenity spaces such as seating, patios, bike racks, and accessibility features.

5.4.2 Parking

- 5.4.2.1 Short-term, on-street parallel parking shall be provided throughout the Precinct.

- 5.4.2.2 Complementary surface parking is permitted on-site to meet parking requirements.
- 5.4.2.3 On-site surface parking should be located to the side or rear of buildings and provide design elements such as screening and landscaping to reduce visual impact on adjacent properties, pedestrian areas, and public open spaces.
- 5.4.2.4 Surface parking space should be shared among adjacent properties wherever possible to optimize the efficient use of land in the precinct.
- 5.4.2.5 Parking area design should account for Crime Prevention Through Environmental Design (CPTED) principles to ensure user security.

5.4.3 Site Access

- 5.4.3.1 Vehicular access to the site should be designed to minimize impacts to the pedestrian environment.
- 5.4.3.2 Driveways to provide site access should be designed to be as narrow as possible.
- 5.4.3.3 Consideration should be given to shared access points to facilitate narrowing of driveways and a reduction in the number of driveways.

5.4.4 Loading and Waste Storage

- 5.4.4.1 Loading and waste storage areas should be located at the rear of buildings and screened from view from adjacent properties and pedestrian areas using fencing, landscaping, and structured enclosures.
- 5.4.4.2 Sites shall be designed such that loading and waste removal vehicles have sufficient manoeuvring space on site to avoid encroaching on public rights-of-way or adjacent properties during operation.

5.5 PUBLIC REALM

The public realm elements of the Town Core are intended to support a strong pedestrian-oriented streetscape anchored by key open spaces designed as gathering places for the Town.

5.5.1 Open Spaces

- 5.5.1.1 Oasis Park and the pocket park on 1 Avenue are the key open spaces for both the Precinct and the entire downtown, and should be developed and promoted as safe, attractive, and welcoming public amenities.
- 5.5.1.2 Planning for these spaces should include design, infrastructure, and maintenance strategies.

- 5.5.1.3 These spaces may be used for active and passive recreation purposes, including for temporary seasonal activities, gatherings and events.

5.5.2 Streetscape

- 5.5.2.1 Streets should be improved to a “complete streets” standard to provide for safe pedestrian, cyclist and vehicle mobility throughout the precinct.
- 5.5.2.2 Landscaping, enhanced street design, and installation of safe crossings at key intersections should be implemented to promote walkability.
- 5.5.2.3 Low-impact development features such as rain gardens and permeable pavement are encouraged to manage downtown stormwater flows.

5.6 BUILT FORM AND MASSING

Buildings in the Town Core are intended to be of high-quality construction, and designed to address a dense, active, pedestrian-friendly streetscape.

5.6.1 Height

- 5.6.1.1 Buildings shall be constructed to a minimum height of 2 storeys and a maximum height of 5 storeys, and are not to exceed 20 metres.

5.6.2 Entrances

- 5.6.2.1 Primary entrances to buildings should be oriented towards the adjacent street.
- 5.6.2.2 Entrances should be clearly articulated using design features to prompt a sense of arrival, provide shelter or weather protection, and indicate a point of access to the building.

5.6.3 Corner Sites

- 5.6.3.1 Buildings on corner sites should provide active frontages such as entrances on both adjacent streets or a corner entrance, and accentuate the corner as the focal point of the site.

5.6.4 Building Facades

- 5.6.4.1 Buildings shall demonstrate quality architectural detailing, articulation, and design throughout the Precinct.
- 5.6.4.2 Visible building facades should create a consistent and unified rhythm to the landscape. Architectural components involving complementary forms, materials, and scale should be used to differentiate building faces.

- 5.6.4.3 Architectural details such as recesses, overhangs, signage, lighting, planters, banners, and canopies should be used to create articulation and visual interest on building facades.
- 5.6.4.4 Building facades should be articulated at street level and highly transparent with a minimum of 60% glazing to actively engage pedestrians and create visual interest.
- 5.6.4.5 The use of mirrored glass is prohibited.
- 5.6.4.6 All blank walls without fenestration should be treated with cladding complementary to the building or with a mural or other public art subject to Town approval.
- 5.6.4.7 Notwithstanding 5.6.4.f, murals for the purpose of advertising are not permitted.

5.6.5 Frontages

- 5.6.5.1 Buildings with frontage exceeding 15 metres in length should be avoided where possible to maintain a small-scale, pedestrian-oriented development pattern.
- 5.6.5.2 Commercial uses that do not generate significant pedestrian activity should be located in buildings where the frontage is 15 metres in length or less.
- 5.6.5.3 Buildings with frontages exceeding 15 metres should be vertically articulated to offer visual interest and reduce the aesthetic impact on adjacent streets.

5.6.6 Building Materials

- 5.6.6.1 Building design shall use exterior finishing materials to maintain a cohesive character in the precinct.
- 5.6.6.2 Building design should use a variety of materials and finishes to articulate the building components and create high-quality elevations.
- 5.6.6.3 Buildings should be clad in higher-quality materials such as brick or glass at street level.
- 5.6.6.4 Vinyl siding is not permitted.
- 5.6.6.5 Building materials and colour schemes should be compatible with their context, including adjacent structures and the surrounding landscape.
- 5.6.6.6 Materials used in a novelty fashion are discouraged.
- 5.6.6.7 Bright or accent colours are encouraged on building trim, accent areas, or to identify public entrances to buildings.
- 5.6.6.8 Concrete should be employed in a textured or otherwise visually interesting manner.

- 5.6.6.9 Where the rear facade of a building is visible from a public space or parking area, it should include materials of a standard similar to the front facade of the building.

5.7 SIGNAGE

Signage within the Town Core is intended to support the pedestrian-oriented environment in the Precinct with scale-appropriate designs that consider building layouts and facades. Where certain sites face onto Highway Avenue and are visible to Highway 43, larger signage oriented to the highway will be allowed.

5.7.1 Scale and Style

- 5.7.1.1 For buildings fronting 1 Avenue, building signage shall be pedestrian-oriented, using designs and materials consistent with the associated building facade.
- 5.7.1.2 For buildings fronting Highway Avenue, signage that is designed for high visibility to traffic on Highway 43 may be used, provided it follows other signage regulations in the Land Use Bylaw.
- 5.7.1.3 Billboard-style and roof-mounted signage shall not be permitted.
- 5.7.1.4 Free-standing signage should not be permitted within the public right-of-way.

5.7.2 Corner Lots

- 5.7.2.1 Buildings on corner lots should have signage that addresses both of the adjacent streets.




6

CIVIC PRECINCT

The Civic Precinct is located west of Kaybob Drive and north of Highway Avenue, as shown in Figure 6.1. The Precinct currently incorporates major institutional uses, including the Town of Fox Creek Chamber of Commerce, Visitors Information Centre, Town Hall, Town Museum, RCMP Station, and the future Fire Hall. The Precinct also accommodates civic celebrations and special events throughout the year.

In addition to being the location of public services, the Precinct also functions as a gateway into the downtown. The entrance to the Town from Highway 43 at Kaybob Drive is in part located here, as well as the multi-use pathway connecting to residential neighbourhoods, and the Don Nicolson Trail.



6.1 CONCEPT

The Civic Precinct is envisioned in the Concept as a public service campus, with future development and redevelopment opportunities oriented to locating and expanding these services in the future. The entrance to the community from Highway 43 will provide a strong, aesthetically appealing gateway, and connections between the downtown and other neighbourhoods along the multi-use pathway will be supported with a pedestrian crossing across Kaybob Drive.

6.2 GOALS

- Maintain and enhance the Precinct as the civic and cultural centre of the Town
- Improve pedestrian connections and linkages to the surrounding natural environment, Town Core Precinct, and residential communities
- Coordinate development, redevelopment, and infill to provide public amenities, cultural facilities, civic buildings, and services that complement each other and meet the needs of the Town
- Consider potential impacts on the adjacent natural areas when managing development activities

6.3 LAND USES

The Civic Precinct is intended to accommodate municipal, civic, and cultural activities as primary uses, with limited supportive retail and service uses.

6.3.1 Community, Cultural, and Civic Uses

- 6.3.1.1 Development shall reinforce the character of the Civic Precinct through a focus on new and expanded civic uses in the area.
- 6.3.1.2 Undeveloped land within the precinct should be reserved for public service and institutional uses.
- 6.3.1.3 The relocation of additional community, cultural, and civic uses to the precinct is encouraged.

6.3.2 Secondary Uses

- 6.3.2.1 Limited retail and service commercial uses are permitted in this district. Development of this type should not conflict with public service uses.

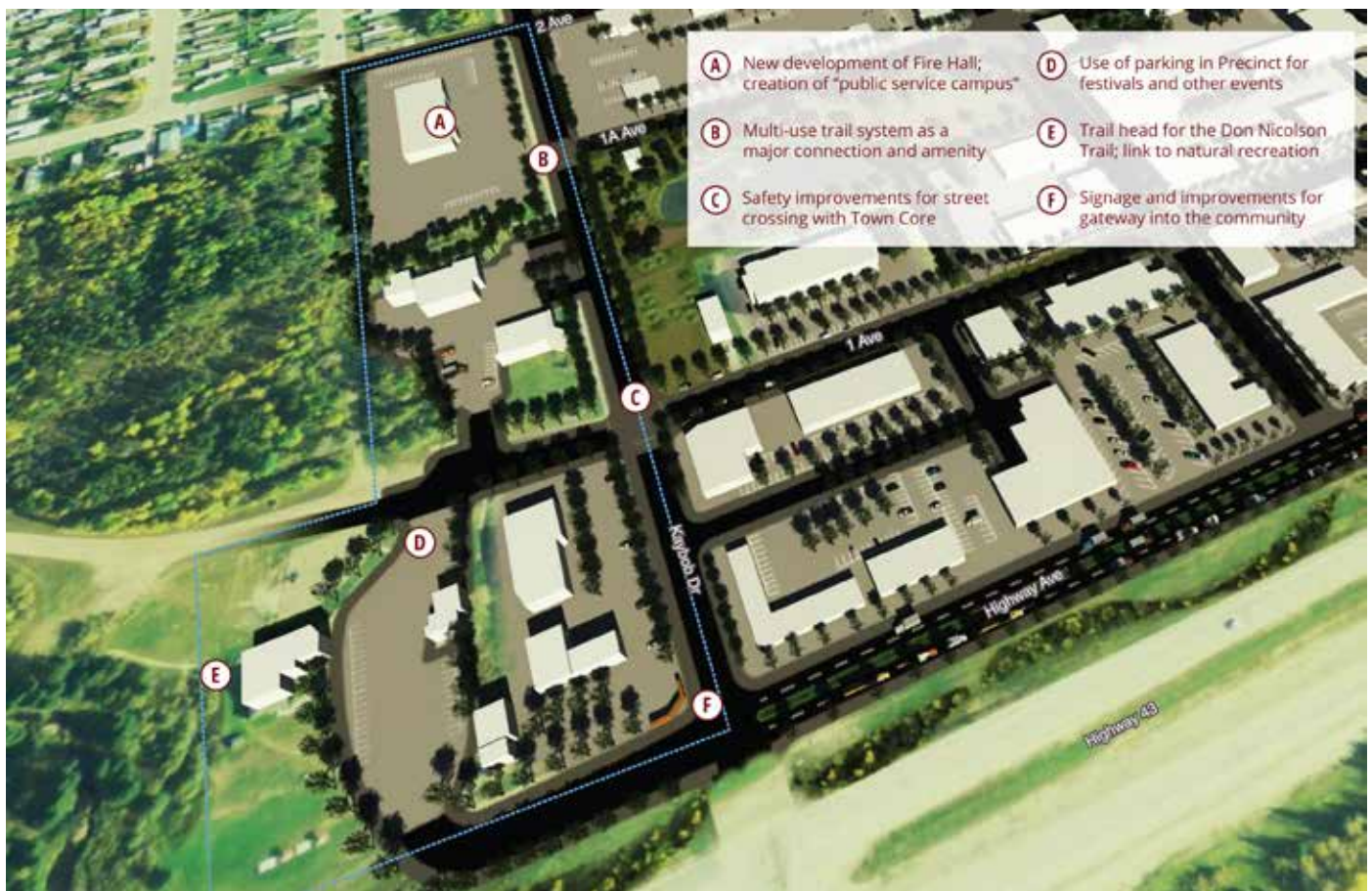


Figure 6.1. Civic Precinct Concept.

6.3.3 Seasonal Activities, Gatherings and Events

Temporary facilities or installations required to support public events may be located within this precinct, including farmers markets, food-vendors, public art installations and exhibits.

6.4 SITE DESIGN

Long-term considerations of site design in the Civic Precinct involve the development of a combined public service campus to integrate civic and cultural facilities in one area.

6.4.1 On-site Parking

6.4.1.1 On-site surface parking is allowed and should be relocated to the side or rear of buildings.

6.4.1.2 Shared surface parking shall be encouraged where practical.

- 6.4.1.3 Feature design elements such as screening and landscaping shall be used to mitigate the visual impacts of parking on views from Kaybob Drive.
- 6.4.1.4 Parking lots should be designed to accommodate alternative uses during public events.
- 6.4.1.5 Higher-quality landscaping, lighting, paving, and other design elements may be employed to support alternative uses of parking areas.
- 6.4.1.6 Parking area design should account for CPTED to ensure user safety.

6.4.2 Loading and Waste Storage Areas

- 6.4.2.1 Loading and waste storage areas should be located at the rear of buildings.
- 6.4.2.2 Storage areas should be screened from view from adjacent properties and pedestrian areas using fencing, landscaping, and structured enclosures.
- 6.4.2.3 Sites shall be designed such that loading and waste removal vehicles have sufficient manoeuvring space on site to avoid encroaching on public rights-of-way or adjacent properties during operation.

6.4.3 Mitigation of Environment Impacts

- 6.4.3.1 Development adjacent to Fox Creek shall consider and mitigate potential impacts on water quality and quantity, habitat disruption, and flooding hazards.
- 6.4.3.2 All development must comply with applicable provincial and federal environmental regulations.

6.5 PUBLIC REALM

Public spaces in the Civic Precinct connect the downtown and other neighbourhoods, support events and gathering, and present a gateway into the community.

6.5.1 Streetscape

- 6.5.1.1 Landscaping and enhanced street design shall be implemented on Kaybob Drive to improve connectivity between commercial and public open space amenities in the downtown core, environmental and recreational amenities, and residential areas to the west.
- 6.5.1.2 Low-impact development features such as rain gardens and permeable pavement are encouraged to manage stormwater in the Precinct. This should include the drainage feature along Kaybob Drive, which may be updated to allow for greater flows and storage to be accommodated using natural design.

6.5.2 Street Crossings

- 6.5.2.1 Street crossings across Kaybob Drive at 1 Avenue and 1A Avenue shall be improved to provide safe connections between the Civic Precinct and other parts of the downtown.
- 6.5.2.2 Improvements to street crossings shall include the installation of pedestrian crossing signals and traffic calming measures across Kaybob Drive.

6.5.3 Multi-Use Pathway

- 6.5.3.1 The multi-use pathway beside Kaybob Drive should be maintained and enhanced as the primary pedestrian and cyclist infrastructure through the precinct.
- 6.5.3.2 Design and landscaping improvements such as green infrastructure treatments should be considered to enhance the use of this travel route between the downtown core and residential neighbourhoods.

6.5.4 Don Nicolson Trail

- 6.5.4.1 The trailhead for the Don Nicolson Trail shall be maintained to promote public access and connections to the downtown and other neighbourhoods.
- 6.5.4.2 Parking for trail users should be shared with other facilities in the Precinct.

6.5.5 Gateway Feature

- 6.5.5.1 The corner of Kaybob Drive and Highway Avenue should be enhanced with a combination of landscaping, signage, and intersection design to reflect its prominent location and role as a gateway into Fox Creek.

6.6 BUILT FORM AND MASSING

The design of buildings in the Civic Precinct are intended to be developed as part of a public service campus that includes common building design themes and addresses the pedestrian realm with suitable massing and frontage.

6.6.1 Overall Design

- 6.6.1.1 Civic buildings in the Precinct shall demonstrate quality architectural detailing, articulation and design.
- 6.6.1.2 Flexibility in built form, including height and massing, should be allowed to encourage creative and innovative building design that reflects the Precinct's unique uses and context.

- 6.6.1.3 Blank walls without fenestration should be encouraged to create visual interest and provide civic landmarks.

6.6.2 Building Materials

- 6.6.2.1 Building design should use materials and finishes in combination to articulate building components and create high-quality elevations.
- 6.6.2.2 The choice of building materials shall consider similar or complementary materials to those used in other buildings in the Precinct to maintain a distinct visual theme for the area.
- 6.6.2.3 Where visible, the rear facade of a building should use materials of a standard similar to the front facade of the building.

6.6.3 Entrances

- 6.6.3.1 Entrances of civic buildings shall be oriented towards Kaybob Drive to encourage a pedestrian-friendly public realm.
- 6.6.3.2 Entrances should be universally accessible.
- 6.6.3.3 Entrances shall be clearly articulated using design features to prompt a sense of arrival and indicate a clear point of ingress to the building.

6.6.4 Corner Sites

- 6.6.4.1 Buildings on corner sites should accentuate the corner as the focal point of the site, which may include active frontages on both adjacent streets or a corner entrance.
- 6.6.4.2 The entrances should feature enhanced design to reflect their highly visible locations and encourage the creation of landmarks for the Precinct.

6.7 SIGNAGE

Signage in the Civic Precinct is intended to be attractive and visible yet unobtrusive, integrating elements of building design and municipal branding to provide a look and feel that complements the design themes of the area.

6.7.1 Scale and Style

- 6.7.1.1 Signage in the Civic Precinct should be constructed using framing and structural materials consistent with the associated building.
- 6.7.1.2 Building signage should be limited in scale and integrated with the design of the building facades where possible.

6.7.1.3 Only signage for building tenants and users is permitted.

6.7.2 Highway Commercial Signage

6.7.2.1 Sites located close to Highway 43 may also include signage designed for visibility from the highway, provided it follows other signage bylaws.

6.7.2.2 Blank walls without fenestration may be used for high quality advertising murals with Town approval.

6.7.3 Temporary Signage

6.7.3.1 Temporary signage shall be permitted during special events, provided it meets the regulations for temporary signage as outlined in the Land Use Bylaw.

6.7.4 Prohibited Signage

6.7.4.1 Roof-mounted signs and billboards are prohibited in the Precinct.



7

MIXED USE PRECINCT

The Mixed Use Precinct, shown in Figure 7.1, is located between Kaybob Drive and 1 Street E, south of 2A Avenue and north of the Town Core Precinct. The concept for this area is characterized by a mix of larger format buildings with a range of residential, commercial, and light industrial uses. This area also includes transition areas to residential neighbourhoods to the north and the industrial district to the east.

7.1 CONCEPT

The Mixed Use Precinct includes large areas of undeveloped and underdeveloped land, and has the greatest potential for new development in the Downtown. Future development will accommodate additional retail and commercial uses at a larger scale than is allowed in other areas of downtown. Multi-family residential development will be provided in single- and mixed-use buildings to provide attainable housing options close to urban amenities. Light industrial uses with minimal off-site nuisances are encouraged for a transition zone along 1 Street E.

7.2 GOALS

- Maintain and enhance opportunities for mixed-use, retail, and office commercial developments, including those with larger floor plates.
- Encourage commercial and light industrial developments to locate along 1 Street E as a transition zone with the heavy industrial area to the east.
- Ensure appropriate transition in development and built form to adjacent residential areas to the north and Town Core Precinct to the south.
- Provide for a well-aligned street grid network to improve connectivity for pedestrians and vehicles.
- Support strong north-south pedestrian connections to adjacent residential areas, recreational facilities to the north, and downtown precincts to the south.

7.3 LAND USES

The Mixed Use Precinct is intended to host a variety of commercial, multi-family residential, and light industrial uses in a highly integrated and walkable neighbourhood. These land uses are arranged to minimize impacts from neighbouring industrial uses and support connections with surrounding areas.

7.3.1 Mix of Uses

- 7.3.1.1 New development should be strongly encouraged to incorporate a mix of uses into individual buildings and sites.
- 7.3.1.2 Retail or service commercial uses should be provided on the ground floor of new mixed-use buildings.



Figure 7.1. Mixed Use Precinct Concept.

7.3.2 Residential Uses

- 7.3.2.1 Development of residential units is allowed in areas that are not adjacent to the neighbouring industrial district.
- 7.3.2.2 Single- and mixed-use residential buildings are allowed in the Precinct.

7.3.3 Commercial Uses

- 7.3.3.1 Street-oriented retail and service commercial uses should be encouraged to locate on the ground floor of buildings to provide for an active pedestrian-friendly environment.
- 7.3.3.2 Single-use commercial buildings shall be permitted provided they contribute to a high-quality public realm.

7.3.4 Industrial Uses

- 7.3.4.1 Light industrial or business industrial uses are permitted provided they do not introduce incompatible built form or off-site nuisances to the precinct.

7.3.4.2 Outdoor and surface storage are not permitted.

7.4 SITE DESIGN

Site design policies for the Mixed Use Precinct are intended to provide for street-level activity and walkability while considering larger format buildings and vehicle access in new development.

7.4.1 Setbacks

7.4.1.1 New buildings shall be built to front property lines to encourage a pedestrian-oriented environment and activate the adjacent street.

7.4.1.2 Setbacks may not be used to accommodate required parking.

7.4.2 Parking

7.4.2.1 On-street parallel parking should be provided on Downtown Roads throughout the precinct.

7.4.2.2 Wherever possible, surface parking space should be shared among adjacent properties on the same block.

7.4.2.3 Shared parking lots should be located beside or to the rear of the buildings, and internal to the block.

7.4.2.4 Parking areas should feature screening and landscaping to reduce visual impact on adjacent properties and pedestrian areas.

7.4.2.5 Parking area design should account for Crime Prevention Through Environmental Design (CPTED) to ensure user security.

7.4.3 Site Access

7.4.3.1 Vehicular access to the site should be designed to minimize impact to the pedestrian environment.

7.4.3.2 Driveways should be designed to be as narrow as possible.

7.4.3.3 Consideration should be given to shared access points to reduce the number of driveways.

7.4.4 Loading and Waste Storage

7.4.4.1 Loading and waste storage areas should be located at the rear of buildings, and should be screened from view from adjacent properties and pedestrian areas using fencing, landscaping, or structured enclosures.

- 7.4.4.2 Sites shall be designed such that loading and waste removal vehicles have sufficient manoeuvring space on site to avoid encroaching on public rights-of-way or adjacent properties during operation.

7.4.5 Vegetation

- 7.4.5.1 Existing trees and vegetation on site should be preserved where possible through clustered development, shared parking, site access considerations, and other site design elements.
- 7.4.5.2 New landscaping and plantings should be located to screen parking and nuisances.

7.5 PUBLIC REALM

Public realm design within the Mixed Use Precinct is focused on providing a connected pedestrian network that can link the downtown with recreation facilities and residential neighbourhoods to the north.

7.5.1 Open Space

- 7.5.1.1 The playfields in the north of the precinct will be maintained and linked with nearby recreation facilities to support active use by the community.

7.5.2 Street Network

- 7.5.2.1 The street network shall be expanded in a grid pattern to improve connectivity throughout the precinct and the Town more generally.
- 7.5.2.2 Rights-of-way for new streets in the Mixed Use Precinct shall be secured by the Town as soon as possible.
- 7.5.2.3 Sidewalks shall be required for all new streets developed in the Precinct.

7.5.3 Streetscape

- 7.5.3.1 Landscaping and enhanced street design should be implemented on Main Street and 1 Street E to improve connectivity between the recreational facilities at the north of the precinct, and the downtown core to the south.
- 7.5.3.2 Safe pedestrian crossings shall be provided at key intersections to support the use of this route by pedestrians.
- 7.5.3.3 Street design throughout the precinct shall account for safe pedestrian and cyclist mobility.

- 7.5.3.4 Low-impact development features such as bioswales and rain gardens should be incorporated where possible into the design of new and existing streets and public areas to provide stormwater management.

7.6 BUILT FORM AND MASSING

Buildings in the Mixed Use Precinct are intended to be at a larger scale than other precincts in the Plan, but designed to complement the street and address the needs of pedestrians in the area.

7.6.1 Height

- 7.6.1.1 Development shall be constructed to a minimum height of 2 storeys and a maximum height of 5 storeys, not to exceed 18 metres.
- 7.6.1.2 Step-backs of storeys above the second floor shall be provided on building facades that face a public street to enhance sunlight penetration to ground level.
- 7.6.1.3 Step-backs may be used for private outdoor amenity spaces.

7.6.2 Balconies and Amenity Space

- 7.6.2.1 Mixed-use buildings with a residential component should provide outdoor amenity spaces for all units.
- 7.6.2.2 Outdoor amenity space can include balconies, shared spaces on building step-backs, or ground-level open space.
- 7.6.2.3 In all cases, balconies should be integral to the overall form and design of the development, and should not project more than two metres from the facade.
- 7.6.2.4 Ground-level amenity space should be programmed with furniture, landscaping, playground equipment, gardens, or other facilities that encourage resident use.
- 7.6.2.5 Open space shall employ Crime Prevention Through Environmental Design (CPTED) principles to ensure user security.

7.6.3 Primary Entrances

- 7.6.3.1 Entrances to buildings shall be oriented towards the adjacent street.
- 7.6.3.2 Building entrances should be articulated using design features to prompt a sense of arrival, provide shelter and weather protection, and provide a clear point of access to the building.
- 7.6.3.3 Buildings on corner sites should address the corner or the primary of the two adjacent streets.

- 7.6.3.4 Mixed-use buildings should have separate entrances for residential uses, which may be located to the side or rear of the building.

7.6.4 Design Quality and Facades

- 7.6.4.1 Buildings shall demonstrate quality architectural detailing, articulation and design.
- 7.6.4.2 Visible building facades should create a consistent and unified rhythm to the landscape.
- 7.6.4.3 Architectural components with complementary forms, materials and scale, should be used to differentiate one face of a building from another.
- 7.6.4.4 The visual impact of facades over 40 metres in length should be mitigated using changes in articulation or building materials.
- 7.6.4.5 Individual tenancies should be clearly defined in mixed-use buildings using elements such as articulated entrances or distinctive sign treatments.
- 7.6.4.6 Building facades that face primary streets should be highly transparent with a minimum of 60% glazing and articulated at street level to engage pedestrians and create visual interest.
- 7.6.4.7 All blank walls without fenestration should be treated with cladding complementary to the building, or with a mural or other public art subject to Town approval.
- 7.6.4.8 Notwithstanding this section, murals for the purpose of advertising are not permitted.

7.6.5 Attractive Building Materials to Maintain Character

- 7.6.5.1 Building design should use exterior finishing materials to maintain a cohesive character in the precinct.
- 7.6.5.2 Building design should use a variety of materials and finishes in combination to articulate the building components and create high-quality elevations.
- 7.6.5.3 Selection of building materials shall consider the materials and finishes of buildings adjacent to the site.
- 7.6.5.4 The lower level of buildings should be clad in higher-quality materials such as brick or glass.
- 7.6.5.5 Vinyl siding is not permitted.
- 7.6.5.6 Where the rear facade of a building is visible from a public space or parking area, it should use materials of a standard similar to the front facade of the building.

7.7 SIGNAGE

Signage in the Mixed Use District considers the pedestrian-oriented environment, but also include a broader range of signage oriented to vehicles while considering the design of associated buildings.

7.7.1 Scale and Style

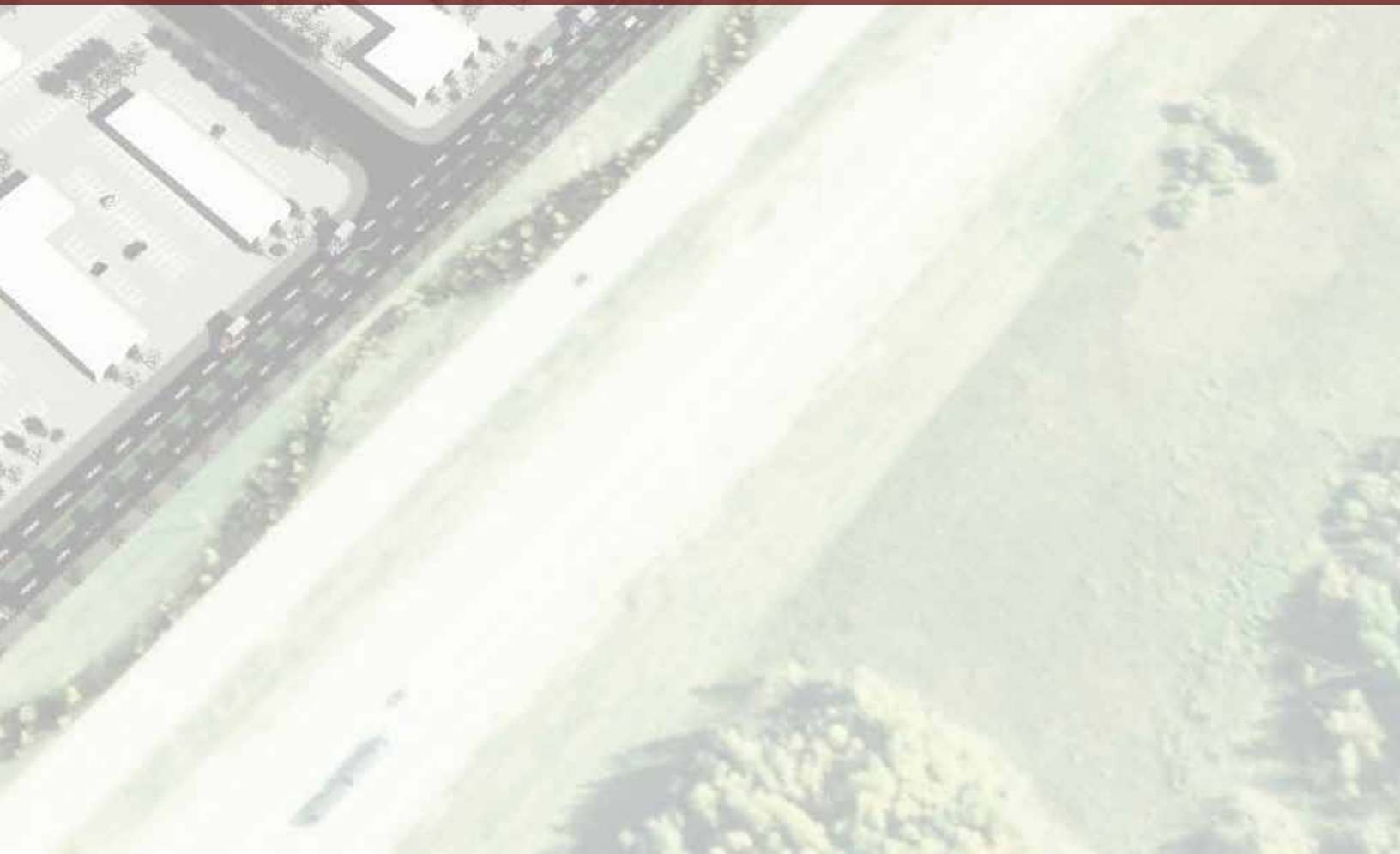
- 7.7.1.1 Building signage should use materials and designs consistent with associated building facades.
- 7.7.1.2 Billboard-style and roof-mounted signage shall not be permitted.
- 7.7.1.3 Free-standing signage should not be permitted within the public right-of-way.



8

HIGHWAY AVENUE PRECINCT

The Highway Avenue Precinct is located between Main Street and 3 Street E along Highway Avenue and 1 Avenue. The precinct is a key location for businesses that require or benefit from immediate highway access, and is characterized by automobile-oriented uses such as gas stations, hotels, and motels, as well as a mix of industrial uses. This location is also the public face of the Town from Highway 43, as views from the highway include the entire streetscape along Highway Avenue.



8.1 CONCEPT

Future development in the Highway Avenue Precinct as shown in Figure 8.1 will support expansion of highway commercial and compatible businesses to ensure that the precinct continues a strategic service stop for Highway 43. Improvements to Highway Avenue will provide separate parking lanes for trucks and landscaping to enhance the appearance of Highway Avenue from Highway 43. The gateway at 3 Street E will be maintained primarily for access to industrial lands, while the Kaybob Drive gateway will provide a main entrance to the community.

8.2 GOALS

- Maintain and enhance Highway Avenue as a strategic service stop for Highway 43
- Encourage enhancements to Highway Avenue that will improve the appearance of the Town from Highway 43
- Support highway-oriented businesses and services, and provide opportunities for new businesses and expansion
- Provide sidewalk and pathway connections to draw visitors to other areas of the downtown

8.3 LAND USES

The Highway Avenue Precinct primarily supports highway-oriented uses that can take advantage of immediate access to Highway 43. This is supplemented by commercial and business industrial uses along 1 Avenue that provide a transition to the industrial district to the northwest.

8.3.1 Commercial Uses

- 8.3.1.1 The primary intended land use for buildings fronting onto Highway Avenue is highway-oriented commercial uses that can take advantage of easy access to Highway 43.
- 8.3.1.2 Commercial uses that are not highway-oriented are encouraged to locate along 1 Avenue.

8.3.2 Industrial Uses

- 8.3.2.1 Business and light industrial development may be permitted in the Highway Avenue Precinct along 1 Avenue.



Figure 8.1. Highway Avenue Precinct Concept.

8.3.2.2 Industrial uses should not introduce incompatible built form or off-site nuisances to neighbouring properties.

8.3.2.3 Industrial development should be screened from adjacent commercial uses through fencing and landscaping.

8.3.3 Restricted Uses

8.3.3.1 Residential uses shall not be permitted in the Highway Avenue precinct.

8.3.3.2 Institutional uses shall not be encouraged in the precinct.

8.4 SITE DESIGN

Site design in the Highway Avenue Precinct must recognize the need for vehicles to access the area, while encouraging an attractive streetscape and maintaining pedestrian connections for visitors to access businesses and other parts of the downtown.

8.4.1 Parking

- 8.4.1.1 Surface parking space should be shared among adjacent properties wherever possible to optimize the efficient use of land in the precinct.
- 8.4.1.2 Parking areas should feature design elements such as screening and landscaping to reduce visual impact on adjacent properties, pedestrian areas, and Highway 43.
- 8.4.1.3 Pedestrian routes through parking lots should be identified using painted markings, landscaping, and signage to improve safety and encourage pedestrian activity in the precinct.
- 8.4.1.4 Parking area design should account for Crime Prevention Through Environmental Design (CPTED) principles to ensure user security.

8.4.2 Site Access

- 8.4.2.1 Access to locations in the precinct shall be designed to consider the needs of truck transportation where required.
- 8.4.2.2 Safety concerns to pedestrians shall be minimized or mitigated to allow foot access to the area from other locations, through elements such as distinctive lighting or pavement markings.

8.4.3 Loading and Waste Storage

- 8.4.3.1 Loading and waste storage areas should be located at the rear of buildings.
- 8.4.3.2 Loading and waste storage areas should be screened from view from adjacent properties and pedestrian areas using some combination of fencing, landscaping, and structured enclosures.
- 8.4.3.3 Sites shall be designed such that loading and waste removal vehicles have sufficient manoeuvring space on site to avoid encroaching on public rights-of-way or adjacent properties during operation.

8.5 PUBLIC REALM

Public spaces in the Highway Avenue Precinct primarily include the streetscapes along Highway Avenue and 1 Avenue, as well as the gateway into the community at 3 Street E. These spaces play an important role in providing an attractive, appealing frontage for the Town, and connecting visitors with other areas of the downtown.

8.5.1 Landscaping

- 8.5.1.1 The Town shall coordinate with the Alberta Ministry of Transportation to implement a landscaped buffer strip within the public right-of-way between

Highway Avenue and Highway 43 to screen commercial vehicle parking areas from the highway.

- 8.5.1.2 Commercial properties along Highway Avenue are also encouraged to incorporate enhanced landscape elements, such as a continuous landscape strip along the property line or feature plantings, to further emphasize site entrances and signage.
- 8.5.1.3 Landscape design should improve the appearance of the highway commercial area from Highway 43 without obstructing visibility or access for large vehicles.
- 8.5.1.4 Low-impact development features such as bioswales should be incorporated into the design of Highway Avenue to mitigate the impacts of stormwater quantity and quality on local surface water. This should include passive treatment options to mitigate impacts from the presence of trucks and other vehicles.

8.5.2 Streetscape

- 8.5.2.1 Dedicated lanes for parking of large commercial trucks shall be provided on Highway Avenue.
- 8.5.2.2 Enhanced street design, including sidewalks and safe crossings at key intersections and site access points, should be implemented on Highway Avenue, 1 Street E, and Main Street to improve connectivity among highway commercial uses and service commercial, recreational, and public open space amenities to the west and north.
- 8.5.2.3 The streetscape should incorporate a sufficient right-of-way to allow a comfortable separation between pedestrians and truck traffic on Highway Avenue.

8.5.3 Gateway Feature

- 8.5.3.1 The corner of 3 Street E and Highway Avenue should be enhanced with a combination of landscaping and signage to reflect its prominent location and role as a gateway into Fox Creek.
- 8.5.3.2 The design of this gateway should not impede vehicle access or visibility, and should support truck traffic accessing the industrial district.

8.6 BUILT FORM AND MASSING

Policies for building design are intended to provide visually interesting and attractive buildings for the Highway Avenue Precinct that improve the aesthetic appeal of the area, especially with respect to the development along Highway Avenue visible from Highway 43.

8.6.1 Frontages

- 8.6.1.1 Entrances to buildings should be provided facing the adjacent street.
- 8.6.1.2 Entrances should be clearly articulated with elements such as architectural detailing, paving materials, lighting, signage, and canopies.

8.6.2 Building Facades

- 8.6.2.1 Front facades should well-articulated and feature architectural detailing to create a unified exterior.
- 8.6.2.2 Blank walls visible from Highway 43 should be treated with cladding that is complementary to the cladding of the front facade.

8.6.3 Building Materials

- 8.6.3.1 Building design should use a variety of materials and finishes used in combination to articulate the building components and create high-quality elevations.
- 8.6.3.2 Selection of materials should consider the materials used in adjacent buildings to maintain consistency in the look and design of the precinct.
- 8.6.3.3 Vinyl siding is not permitted.

8.7 SIGNAGE

Signage policies in the Highway Avenue Precinct must balance the need for businesses to be visible from the highway with presenting an aesthetically appealing front for visitors.

8.7.1 Scale and Style

- 8.7.1.1 For buildings fronting Highway Avenue, signage that is designed for high visibility to traffic on Highway 43 may be employed provided it follows other signage regulations in the Land Use Bylaw.
- 8.7.1.2 Billboard-style and roof-mounted signage shall not be permitted.
- 8.7.1.3 Free-standing signage should not be permitted within the public right-of-way.
- 8.7.1.4 Blank walls without fenestration may be used for high-quality advertising murals, subject to Town approval.

8.7.2 Corner Lots

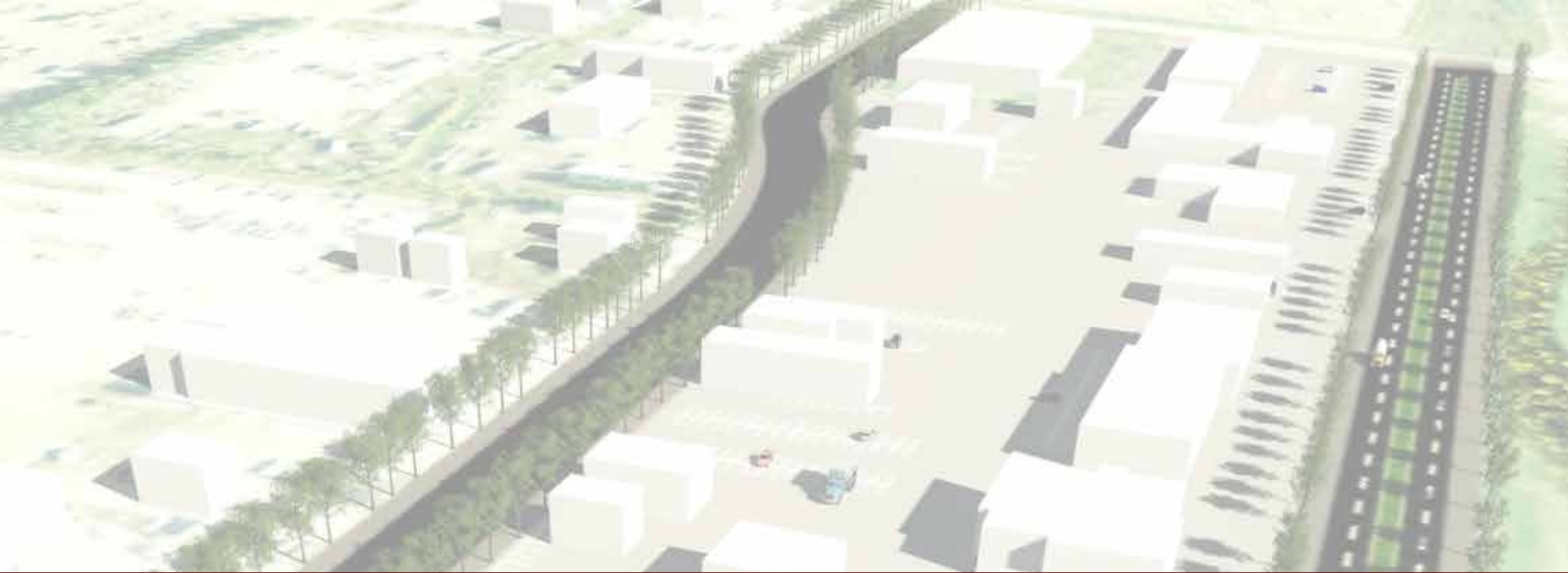
- 8.7.2.1 Buildings on corner lots should have signage that addresses both of the adjacent streets.

8.7.2.2 Additional signage that addresses the corner is permitted provided that it does not introduce a distraction to turning vehicles.

8.7.3 Gateway Signage

8.7.3.1 Large, well-designed, and distinctive signage shall be provided at access points to Highway 43 to provide gateways into the Town.

8.7.3.2 The design, materials, and colour scheme of signage should align with Town branding standards.



9

MOBILITY

Mobility and access to the downtown are important considerations for the success of the neighbourhood. Bringing people into the downtown and encouraging them to stay is dependent on the ease of access both to and within the neighbourhood. Well-designed streetscapes can also increase activity in the downtown, create a distinct sense of place, and present the neighbourhood as a service node, shopping area, and overall destination.



9.1 CONCEPT

The transportation network for the Development Concept is intended to serve all residents and emphasize connectivity and mobility for all forms of travel. The expansion of the downtown street grid in the Mixed Use Precinct will improve access and permeability, and will allow truck routes to be separated from local auto access. The transportation network will also be designed to accommodate walking and biking via sidewalks, trails, and pathways, and streetscape improvements will be used to support a vibrant public realm.

9.2 GOALS

- Provide a high level of connectivity in the transportation network
- Maintain and enhance the efficiency of the transportation network for the movement of people and goods throughout downtown
- Safely accommodate all users of the transportation network in planning for new and upgraded infrastructure
- Improve Highway Avenue to manage commercial traffic and enhance views of the Town from Highway 43
- Promote complete streets to enhance active transportation opportunities

9.3 STREET NETWORK

Figure 9.1 provides the conceptual street network for the Downtown Development Concept, with Figure 9.2 providing cross-sections for each street type. In this Concept, four street classifications are used:

- **Kaybob Drive**, the major transportation arterial connecting residential neighbourhoods with the downtown and Highway 43, which must accommodate pedestrian crossings and traffic calming.
- **Industrial roads** which provide truck routes to service the industrial areas close to the downtown and divert truck traffic from more pedestrian-oriented streets.
- **Highway Avenue**, which provides access for businesses oriented to Highway 43 and services for truck transportation, and presents the views of the Town from the highway.

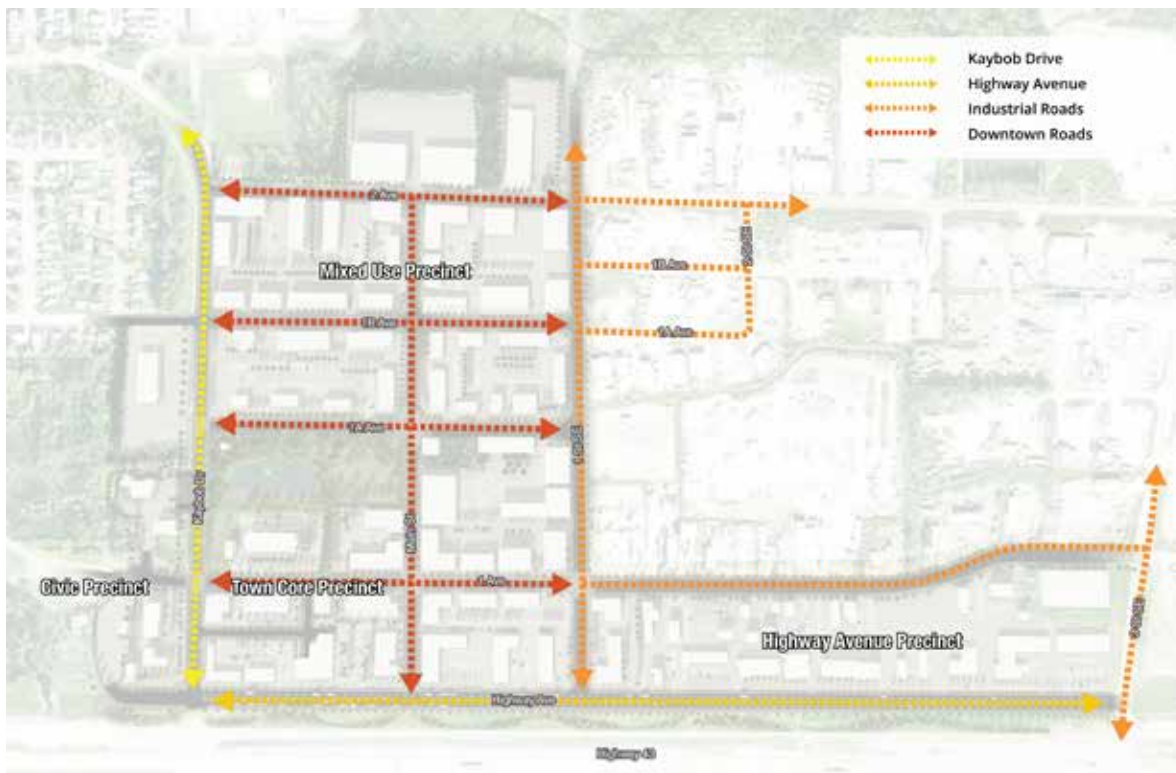


Figure 9.1. Street Network Concept.

- **Downtown roads** which have a stronger pedestrian focus and incorporate sidewalks and crossings to support a streetscape supporting all modes of transportation.

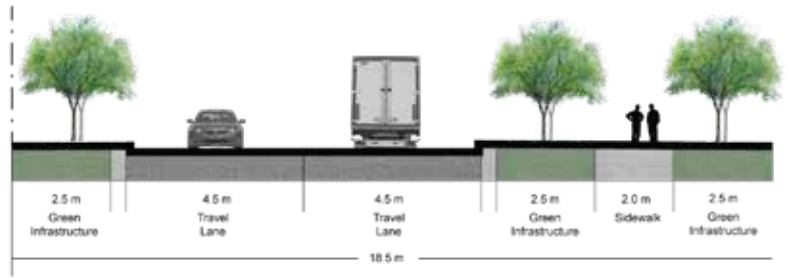
These classifications represent distinct functions for transportation routes in the downtown area and, as such, the policies and concepts for each support different needs.

In addition, a new street grid is proposed in the Concept for the Mixed Use Precinct to improve permeability and access. These downtown roads will require the Town to acquire property as rights-of-way to complete the street network.

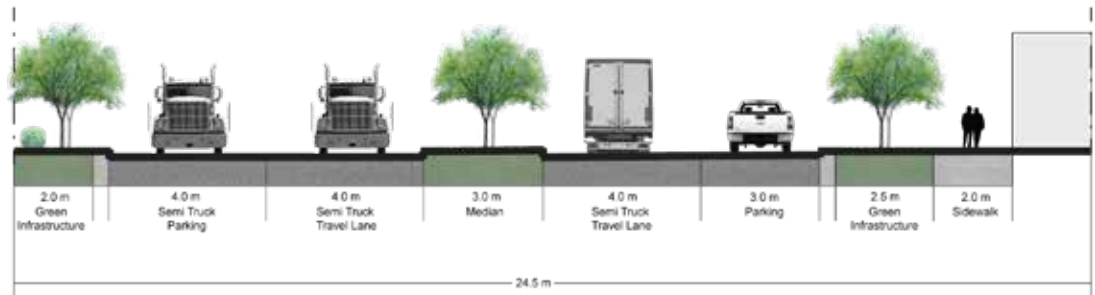
9.3.1 Industrial Roads

- 9.3.1.1 Industrial roads shall be designated as truck routes to facilitate the circulation of commercial and industrial vehicle traffic.
- 9.3.1.2 Sidewalks shall be provided on the downtown side of industrial roads, including the west side of 1 Street E and the south side of 1 Avenue.
- 9.3.1.3 Sidewalks should be provided on both sides of 1 Street E south of 1 Avenue to encourage pedestrian connectivity between the Highway Avenue Precinct and the downtown core.

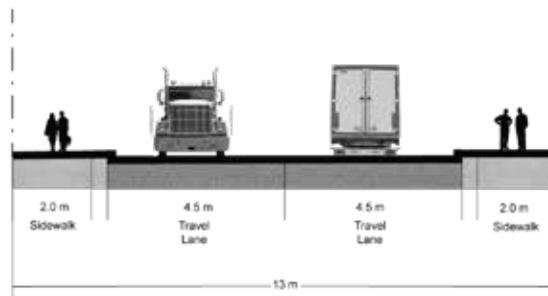
KAYBOB DRIVE



HIGHWAY AVE



INDUSTRIAL ROADS



DOWNTOWN ROADS

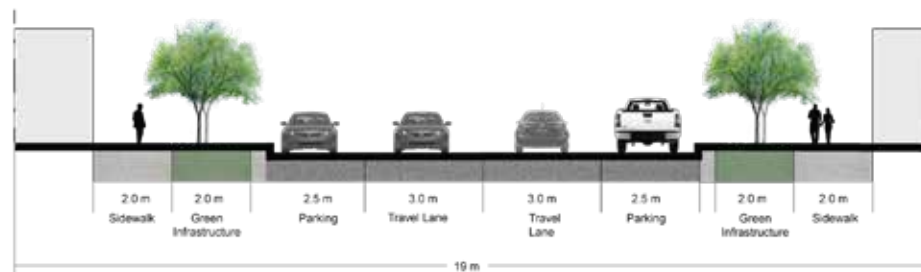


Figure 9.2. Street Network Cross-Sections.

- 9.3.1.4 Landscaped buffer zones are encouraged adjacent to all sidewalks to maintain separation between pedestrians and traffic lanes.
- 9.3.1.5 Pedestrian crosswalks should be provided to enhance connectivity and access between industrial employment areas and the downtown.
- 9.3.1.6 New developments should have a single access point on the adjacent street. Subject to Town approval, two access points may be permitted if a single point of access is deemed unfeasible.
- 9.3.1.7 Maximum driveway width should not exceed 12 metres.
- 9.3.1.8 On-street parking on industrial roads is prohibited.

9.3.2 Downtown Roads

- 9.3.2.1 Downtown Roads shall be designed to encourage a high-quality public realm and street sharing among all modes of transportation.
- 9.3.2.2 Commercial and industrial through-traffic shall be prohibited on downtown roads.
- 9.3.2.3 Sidewalks shall be provided on both sides of downtown roads.
- 9.3.2.4 Landscaped buffer zones are encouraged adjacent to all sidewalks to maintain separation between pedestrians and traffic lanes.
- 9.3.2.5 Traffic calming measures shall be used to prevent vehicular collisions at major intersections and access points for parking lots or laneways, and increase safety in areas with high pedestrian traffic.
- 9.3.2.6 On-street parallel parking will be permitted on downtown roads.
- 9.3.2.7 Drive aisle widths should be limited, and streets should be equipped with frequent stop signs or signals to reduce traffic speeds.
- 9.3.2.8 Downtown roads should include “sharrow” street markings and free-standing signage to indicate that streets are intended to be shared between drivers and cyclists.

9.3.3 Highway Avenue

- 9.3.3.1 Highway Avenue shall be designed to facilitate access to highway-oriented commercial uses for auto and truck traffic.
- 9.3.3.2 The overall design concept for Highway Avenue will be consistent with the renderings provided in Figure 9.3.



Figure 9.3. Highway Avenue Precinct Concept.

- 9.3.3.3 Street design shall incorporate one travel lane and one lane of parking in each direction. The parking lanes shall be sufficiently wide to accommodate large commercial and industrial vehicles for short-stay parking.
- 9.3.3.4 Parking lanes should provide sufficient buffer space from passing traffic for the motorist to enter and exit the parked vehicle, and to navigate to a safe, designated crossing point.
- 9.3.3.5 A median shall be provided between travel lanes to improve motorist safety and provide a refuge for crossing pedestrians. Interruptions shall be provided at strategic locations to allow for left-hand turns into intersecting streets and key commercial establishments.
- 9.3.3.6 Sidewalks and enhanced streetscapes, including a landscaped buffer zone, shall be provided on the north side of Highway Avenue to encourage pedestrian

connectivity between adjacent commercial establishments and the downtown core.

- 9.3.3.7 Designated pedestrian crosswalks from the south parking lane to the north side of Highway Avenue should be provided at all street intersections. At least one mid-block crossing should be provided between 1 Street E and 3 Street E.
- 9.3.3.8 In cooperation with Alberta Transportation, substantial additional landscaping shall be provided on the south side of Highway Avenue to screen vehicle parking areas from Highway 43.

9.3.4 Kaybob Drive

- 9.3.4.1 Kaybob Drive shall be maintained as the primary access point to residential neighbourhoods in the Town, and shall incorporate designs to allow for safe pedestrian and cyclist crossings.
- 9.3.4.2 Sidewalks and landscaping to support pedestrian access to the downtown shall be provided on the southeast side of Kaybob Drive.
- 9.3.4.3 The multi-use pathway on the northwest side of Kaybob Drive shall serve as the primary path for pedestrians and cyclists to access the downtown from the residential neighbourhoods. Enhanced landscaping, including a landscaping zone and swale, shall be provided to support a high-quality public realm.
- 9.3.4.4 On-street parking shall not be permitted on Kaybob Drive.
- 9.3.4.5 Crosswalks should be provided at all intersections to enhance pedestrian/cyclist connectivity and safety.
- 9.3.4.6 Pedestrian signals and traffic calming measures shall be provided to support the crosswalks on Kaybob Drive. Signal options include a pedestrian-activated stop light or pedestrian-activated overhead signage.

9.4 PEDESTRIAN AND CYCLIST NETWORK

Although the Town relies strongly on personal vehicles, active modes of transportation shall also be supported for both residents and visitors. The network of sidewalks, pathways, and bike lanes will present a safe option for accessing destinations and travelling around the downtown, and will promote vibrant streetscapes and activity around the neighbourhood.

9.4.1 Connectivity

- 9.4.1.1 The Town shall establish and promote a continuous, connected pedestrian and cyclist network, including multi-use pathways, shared on-street cyclist

infrastructure, and sidewalks throughout the downtown and linking to adjacent neighbourhoods.

- 9.4.1.2 Signage shall be provided to provide information to pedestrians and cyclists regarding routes, destinations, and gaps in the network.

9.4.2 Off-Street Trail Network

- 9.4.2.1 The Town shall maintain, upgrade, and expand the trail network to better facilitate active transportation and recreational activity.
- 9.4.2.2 Major elements of the trail network include the multi-use pathway on Kaybob Avenue, the trails through Oasis Park, and connections from downtown to the Don Nicolson Trail.

9.4.3 Building a Comprehensive Pedestrian Network

- 9.4.3.1 Sidewalks shall be required in the design of new development and redevelopment projects in the downtown.
- 9.4.3.2 Land owners shall be encouraged to develop sidewalks and other pedestrian-supportive improvements for existing development.
- 9.4.3.3 Incentives for sidewalk improvements should be provided for properties that present major gaps or obstacles in the pedestrian network.

9.4.4 Supportive Cyclist Infrastructure

- 9.4.4.1 Streets shall facilitate safe use by cyclists by providing “sharrow” markings, signage, and adequate bicycle racks or posts in the downtown.
- 9.4.4.2 New commercial and residential development shall provide for bicycle parking.
- 9.4.4.3 Publicly accessible bicycle parking shall also be included in development projects for parks, open spaces, and major public buildings.

9.5 COMMUNITY GATEWAYS

- 9.5.4.1 Community gateways are designated at the two access points from Highway 43 at Kaybob Drive and 3 Street E.
- 9.5.4.2 Landscaping, branded signage, and intersection design will be employed at both intersections to provide for wayfinding and highlight the entrances into the community.

- 9.5.4.3 The gateway at Kaybob Drive will be designated as the primary entrance into the community, and will highlight access to residential neighbourhoods, the downtown, and Highway Avenue.
- 9.5.4.4 The gateway at 3 Street E will be designated as the access point for the industrial district, and will be designed to accommodate greater volumes of truck traffic. This gateway will also be identified as a secondary access point to new planned residential areas.
- 9.5.4.5 Gateway design and infrastructure shall not interfere with vehicle access, circulation, visibility, or safety at the intersection.

10 PUBLIC REALM

The public realm is a critical component in the distinctive character and sense of place of the downtown. Through high-quality streets, sidewalks, parks, plazas, and open spaces, residents and visitors can be drawn to spend time downtown and support local businesses. These areas should also be attractive for all types of users and facilitate a wide range of activities.



10.1 CONCEPT

The public realm in the Concept consists of a set of well-designed public spaces interconnected by a network of complete streets and pathways. Public spaces include not only the major parks and open areas in the downtown, such as Oasis Park, but also smaller spaces such as the pocket park on 1 Avenue, and the pedestrian streetscapes throughout the neighbourhood. All of these spaces shall be designed to encourage an active and walkable downtown with key locations for gatherings and events to support community connections.

10.2 GOALS

- Develop quality open spaces, including Oasis Park, the Plaza and the Pocket Park, as attractive and functional public amenities
- Use consistent public realm design concepts to create a coherent identity for the downtown
- Encourage enhanced streetscape design to promote activity downtown
- Ensure that residents and visitors have safe, welcoming spaces for community building
- Coordinate wayfinding and signage to highlight the downtown as a major centre with distinctive character

10.3 PUBLIC OPEN SPACES

Public open spaces in the downtown are intended to serve as the primary gathering points for residents and visitors in the public realm, as well as locations for activities and passive uses. These spaces can also serve as catalytic projects that can be pursued by the Town to spur private redevelopment and improvements as well.

10.3.1 Oasis Park

10.3.1.1 Oasis Park shall be redeveloped to encourage active and passive use among residents and visitors, and to provide a high-quality, attractive destination in downtown Fox Creek.

10.3.1.2 A concept for Oasis Park is provided in Figure 10.1, which demonstrates recommended design elements such as:

- Open space, with well-maintained turf, to allow for unstructured play, sports, or leisure



Figure 10.1. Oasis Park Design Concept.

- A hard landscaped terrace, with complementary seating and existing gazebo, to provide a favourable vantage point over the pond
- Picnic tables, benches, and other seating options to provide gathering points and opportunity for rest or relaxation
- Plantings and landscaping to enhance park aesthetics and visual amenity.
- Enhancement of the pond with landscape design elements and a potential bridge feature over the creek

10.3.1.3 The redeveloped park should enable informal recreation, leisure, and opportunities for social gathering.

- 10.3.1.4 Trees, bushes, and planting shall be encouraged at key locations in the park to provide shade, colour, and texture.
- 10.3.1.5 Pedestrian crossings shall be enhanced between Oasis Park and the surrounding sidewalk network.
- 10.3.1.6 Connections across Kaybob Drive should be developed to link Oasis Park with the multi-use trail.
- 10.3.1.7 Seasonal programming and supportive design elements shall be employed to promote year-round use of the park.
- 10.3.1.8 Trails, landscaping, and edge design shall incorporate CPTED principles to promote user security.

10.3.2 Pocket Park

- 10.3.2.1 The mid-block open space on 1 Avenue west of Main Street shall be redeveloped to create a safe and functional pocket park.
- 10.3.2.2 The design for the pocket park will be generally consistent with the rendering provided in Figure 10.2.
- 10.3.2.3 The park should offer an appealing pedestrian connection between 1 Avenue and uses on Highway Avenue, and provide opportunities for gatherings and passive use.
- 10.3.2.4 Pedestrian connections shall be developed to link the pocket park with the rest of the downtown to promote access.
- 10.3.2.5 Plantings shall be used to introduce colour to the space and soften the appearance of the surrounding buildings.
- 10.3.2.6 Landscaping, murals, and other public art should be used to mitigate the visual impact of blank walls where they occur.
- 10.3.2.7 Hard landscaping shall be used that is consistent with or complementary to the surface materials used in the Plaza to the southwest to encourage cohesion between the two spaces.
- 10.3.2.8 Programming shall be employed to encourage the use of the space through temporary installations, smaller scale events, and scheduled active uses of the space.
- 10.3.2.9 Site and landscaping design shall consider CPTED principles to enhance user security.



Figure 10.2. Pocket Park Design Concept.

10.4 TEMPORARY GATHERING SPACES

Although permanent open spaces are key to providing a strong pedestrian environment and supporting the downtown as a destination, there is also a need for temporary public spaces. Major events such as holidays and festivals often require significant space to accommodate activities, which may not be available in permanent spaces. In the downtown, the parking lots in the Civic Precinct, as well as the large parking lot on Highway Avenue are well-positioned to serve in this role.

10.4.1 Highway Avenue Plaza

- 10.4.1.1 The surface parking area off Highway Avenue west of Main Street shall be improved to support its alternative function as a plaza for temporary public markets, festivals, and other events.
- 10.4.1.2 Improvements should support the role of the Plaza as a temporary public space in Fox Creek, without impeding the use of the site as a parking area.

- 10.4.1.3 Landscaping should be used for the Plaza that is consistent with or complementary to the surface materials used in the 1 Avenue pocket park to encourage cohesion between the two spaces.
- 10.4.1.4 Plantings should introduce colour to the space and soften the appearance of the surrounding buildings, allowing for sufficient space to accommodate the root and limb structures of the plantings over their lifetimes.
- 10.4.1.5 Active retail frontages, outdoor amenity space (e.g. seating, patios, temporary displays), and/or enhanced facade treatments shall be encouraged to provide a productive and appealing interface with surrounding buildings.
- 10.4.1.6 Landscaping, murals, or other public art should mitigate the visual impact of blank walls where they occur.
- 10.4.1.7 Landscaping or fencing shall be used to screen the space from commercial/ industrial traffic on Highway Avenue, consistent with the policies in Sections 8 and 9.
- 10.4.1.8 A clear pedestrian route shall be maintained from Highway Avenue to the Pocket Park and 1 Avenue.
- 10.4.1.9 Programming should provide opportunities for civic involvement, social gathering, and community celebration. The provision of supportive infrastructure, including water and electrical hook-ups, should be encouraged.
- 10.4.1.10 Features, whether temporary or permanent, shall clearly delineate parking space from event space using some combination of pavement markings, bollards, barriers, signage, or temporary closure of the space to vehicles.
- 10.4.1.11 Site and landscaping design should consider CPTED principles to ensure user security.

10.4.2 Civic Precinct Parking

- 10.4.2.1 The parking areas located in the Civic Precinct will be maintained to allow these spaces to accommodate festivals, events, and other temporary uses.
- 10.4.2.2 These lots will be designed with paving and landscaping to allow it to be used for parking and occasional events.
- 10.4.2.3 Connections between the parking area and surrounding sidewalks and pathways will be supported, including the Don Nicolson Trail, the multi-use trail, and crossings at Kaybob Drive.
- 10.4.2.4 The design of the area for events shall not impact the use of these sites by police and emergency services.

- 10.4.2.5 Site and landscaping design should consider CPTED principles to ensure user security.

10.5 SIDEWALKS

The design of the sidewalk network is critical to supporting the downtown as a pedestrian-oriented service centre. Sidewalks shall be developed to promote a safe and active public streetscape that facilitates pedestrian circulation, provides accessibility for all uses, and enhances the public realm.

The orientation and location of sidewalks relative to the roadway are consistent with the street cross-sections provided in Section 9: Mobility.

10.5.1 Circulation

- 10.5.1.1 Sidewalks should be a minimum of 2.0 metres in unobstructed width.
- 10.5.1.2 Obstructions to sidewalks, including driveways and above-ground utilities, should be minimized to promote pedestrian comfort and safety.

10.5.2 Accessibility

- 10.5.2.1 All sidewalks should be designed for accessibility, including features for the mobility impaired.
- 10.5.2.2 Interventions should include wheelchair letdowns at intersections and other pedestrian crossings and unobstructed travel aisles.
- 10.5.2.3 The American Disabilities Association (ADA) Standards for Accessible Design guidelines may be consulted for reference.

10.5.3 Durable Paving

- 10.5.3.1 Sidewalks should be paved with hard, durable, level materials that are resistant to slipping and sufficiently durable to withstand high traffic and weather-related impacts such as solar weathering, salt/sand spray, and snow clearing.

10.5.4 Retail Areas

- 10.5.4.1 In downtown areas with high pedestrian traffic or concentrations of ground-floor retail uses, public sidewalks may be enhanced through widening, special surface treatments, unique lighting, and/or a landscaping zone.
- 10.5.4.2 Subject to Town approval, private use of public sidewalks is permitted for temporary patio, retail, display, or other non-permanent uses, provided that obstructions do not impede pedestrian circulation.

10.5.5 Landscaping

- 10.5.5.1 A landscaping zone should be provided between the curb and the pedestrian sidewalk to promote active transportation and provide a separation between pedestrians and lanes of traffic.
- 10.5.5.2 The landscaping zone may include human-scaled planting, street furniture, lighting, and signage.
- 10.5.5.3 The width of the landscaping zone may vary, but must be sufficient to accommodate the healthy growth of trees and plantings (including roots and limbs), and must not impede pedestrian circulation.
- 10.5.5.4 Trees should be planted about 6–8 metres apart to provide a regular canopy at maturity.
- 10.5.5.5 Landscaping elements should be well-organized within the zone to minimize visual clutter, promote unobstructed pedestrian movement, and facilitate maintenance.
- 10.5.5.6 Landscaping elements shall not compromise visibility of street signs for vehicles or pedestrians, and shall not obstruct the windows, signage or entrance of adjacent buildings.
- 10.5.5.7 The installation of interactive public art should be encouraged at key locations in the downtown, primarily at high profile, highly visible locations.

10.6 CROSSWALKS

Crosswalks are an integral part of the pedestrian sidewalk network and must be located and designed to promote connections throughout the downtown. While vehicular access will continue to be important as the downtown is promoted as a key centre of activity, crosswalks must be designed to provide for the safety of pedestrians around lanes of traffic.

10.6.1 Location

- 10.6.1.1 Crosswalks shall be provided at all downtown intersections, and at key mid-block locations such as the crossing between the pocket park and Oasis Park on 1 Avenue.
- 10.6.1.2 Wherever possible, crosswalks should be provided on all sides of an intersection to facilitate easy access.

10.6.2 Design for Visibility

- 10.6.2.1 The location of crosswalks should be clearly identifiable to vehicles, and should use distinctive paving markings (e.g. “zebra stripes”), colours, and paving materials to make them clearly visible.
- 10.6.2.2 Crosswalks should be a minimum of 3 metres in width.

10.6.3 Signals

- 10.6.3.1 Pedestrian signals shall be provided to support safe crossings on Kaybob Drive.
- 10.6.3.2 Signal options include a fully-lighted intersection with pedestrian walk signals or pedestrian-activated overhead signage.
- 10.6.3.3 Signals or lighted overhead signage should be considered at any other downtown intersection where there is significant pedestrian traffic and potential conflicts with traffic.

10.7 TREES AND LANDSCAPING

Landscaping such as trees, bushes, plantings, and other vegetation can help to provide structure, colour, and texture to the streetscape, and support the separation of pedestrians from traffic. Design considerations can also ensure that there are year-round benefits from elements of landscaping.

10.7.1 Location

- 10.7.1.1 Deciduous trees should generally be planted at least 1.0 m from the curb wherever possible, and at least 6.0 m apart to provide a continuous canopy along the street.
- 10.7.1.2 Electrical outlets at the base of trees should be considered to facilitate seasonal lighting where appropriate.

10.7.2 Plant Health

- 10.7.2.1 Landscaping design should include sufficient root and branching space to accommodate a 25-year lifespan for trees in sidewalk vaults, and a 50-year lifespan in tree lawns.
- 10.7.2.2 Designs should include a means of supplying access for water, fertilizer and air, as well as protection against snow clearing and foot traffic.

10.7.3 Plant Materials

- 10.7.3.1 Consideration shall be given to environmental and climatic conditions, including projected climate change, when selecting vegetation for landscaping in the public realm.
- 10.7.3.2 Plants should be chosen that can tolerate local conditions with relation to subsoil, heat, cold, drought, wind, shade, incidental damage from pedestrian traffic, and other characteristics.
- 10.7.3.3 While deciduous trees are preferred for the shade and sense of enclosure their canopy provides, consideration should be given to coniferous plants to introduce colour to the streetscape during winter months, or smaller types of vegetation in planter boxes or hanging baskets where tree planting is not practicable.

10.8 STREET FURNITURE AND LIGHTING

Street furniture and lighting will complement landscaping to provide a safe and comfortable experience in public spaces. These elements should be coordinated to ensure they support a consistent theme and functionality useful to residents and visitors.

10.8.1 Location

- 10.8.1.1 Street furniture such street lamps, benches, planter boxes, bicycle racks and posts, garbage and recycling receptacles, free-standing signage, post office boxes, and vending boxes should be located within the areas for landscaping.
- 10.8.1.2 Elements should be positioned to allow a sufficient functional radius and to minimize conflicts with parked vehicles.

10.8.2 Durability

- 10.8.2.1 All street furniture should be designed to ensure functionality and contribute to an attractive public realm.
- 10.8.2.2 Furniture should be constructed from durable materials that resist weathering, wear, and vandalism.

10.8.3 Lighting

- 10.8.3.1 All sidewalks shall be adequately illuminated to ensure the comfort and security of pedestrian areas, street crossings, and building entrances.
- 10.8.3.2 Street lamps should be human-scaled and feature distinctive design elements to contribute to an attractive, cohesive street character.

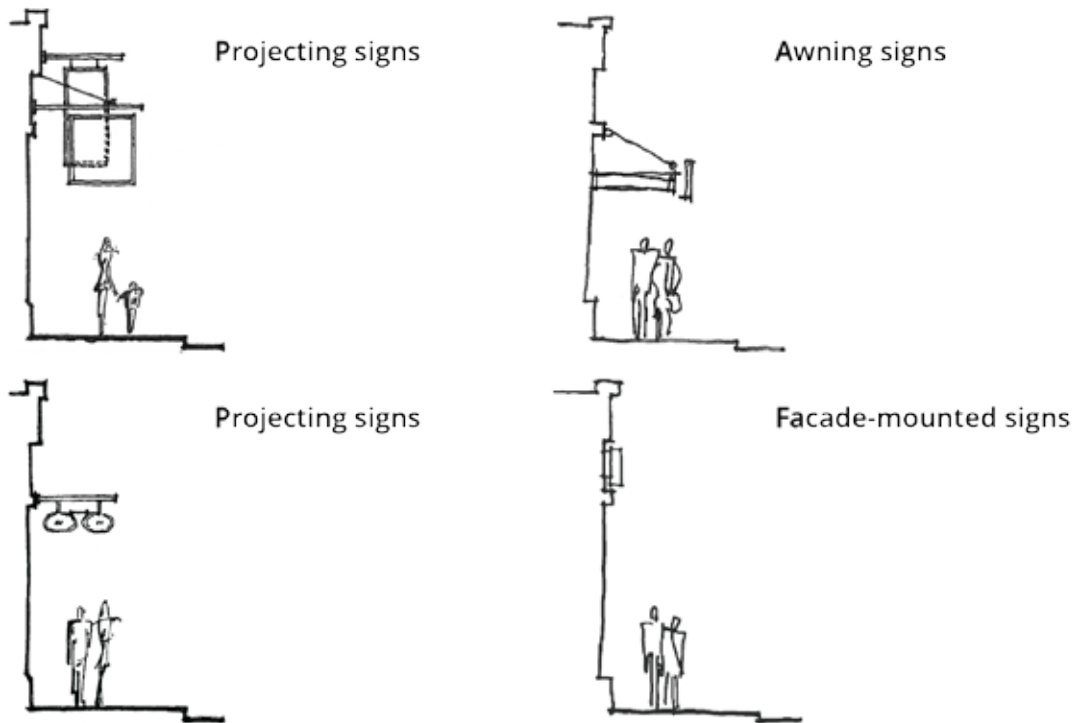


Figure 10.3. Signage Design Concept.

10.9 WAYFINDING AND SIGNAGE

Signage is an important element of the public realm. In addition to its function as a source of information for visitors, it can also express civic branding, support the character of the downtown, and provide distinctive elements of the streetscape.

10.9.1 Wayfinding Signage

- 10.9.1.1 The Town should consider developing a wayfinding signage strategy to help visitors navigate throughout downtown.
- 10.9.1.2 The street network, trails, landscaping and built form should assist in wayfinding by clearly distinguishing the downtown and its precincts, and providing instinctive routes between key destination points through a clear, well-maintained street grid and street hierarchy.
- 10.9.1.3 Signage should identify key routes, intersections, destinations, distinctive landmarks, and important commercial establishments.
- 10.9.1.4 Way-finding signage should be located at key intersections and the Visitor Information Centre, or alternatively could be produced as a pocket map or pamphlet.

10.9.2 Celebratory Signage

10.9.2.1 Streetscape design may incorporate banners or other signage that distinguishes downtown precincts, celebrates seasons or special events, or that otherwise serves to promote or brand Fox Creek.

10.9.3 Gateway Signage

10.9.3.1 Large, well-designed and distinctive signage shall be provided in a highly visible location at the intersections of Highway Avenue at Kaybob Drive and 3 Street E to support gateways into the Town of Fox Creek.

10.9.3.2 The design, materials and colour scheme of signage at these gateways shall align with other Town branding standards.

10.9.4 Building Signage

10.9.4.1 Signage shall be pedestrian-oriented., excepting the signage along Highway Avenue intended to be visible from Highway 43. Concepts for this signage are provided in Figure 10.3.

10.9.4.2 Building signage shall use materials consistent with the associated building, adjacent buildings and streetscape elements, and the character of the surrounding precinct.

10.9.4.3 Signs shall be organized as distinct architectural elements to reinforce the rhythm and character of the building facade, and assist in orientation.

11 IMPLEMENTATION

The implementation of the Downtown Area Redevelopment Plan requires the consideration of how it will be integrated with existing Plans, policies, and amendment processes. This section describes the interpretation, approval processes, limitations, amendments, and monitoring requirements that are critical to implementing the DARP as a Town bylaw.



11.1 AUTHORITY

Area Redevelopment Plans are adopted as bylaw by Council in accordance with the *Municipal Government Act*. Under Section 635 of the Act, an Area Redevelopment Plan 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
- any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes council considers necessary

Additionally, a Plan may contain any other proposals that Council considers necessary.

11.2 INTERPRETATION

The following sub-sections provide direction for interpretation of Plan language, figures, maps, and non-statutory elements.

11.2.1 Policies

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy (e.g. density policies specifying allowable units per hectare), the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and that the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, or to allow an acceptable alternative means to achieve the general intent of the policy.

Where a policy requires compliance at the Neighbourhood Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit stage without requiring an amendment to the Plan.

11.2.2 Figures and Maps

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a Figure are conceptual only, not absolute, and shall be interpreted

as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

Unless otherwise specified within the Plan, where actual quantities or numerical standards are contained within the Figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

11.2.3 Non-Statutory Components

All contextual information and appendices attached to the Plan are to be used as supporting information only and do not form part of the statutory Plan.

11.3 APPROVALS

11.3.1 Development Applications

All development applications within the Plan Area are subject to the provisions of this DARP. In reviewing relevant applications, the Development Authority shall:

- Consider the context of the Downtown Development Concept as identified in Section 5 of the Plan
- Have regard to possible impacts on the function and operation of existing development until it is replaced with new development consistent with the development concept
- Consider the policies and guidelines contained within Sections 5–9 regarding urban design and development, as well as how the proposed development supports the concepts and policies from Sections 10 (Mobility) and 11 (Public Realm) regarding public and semi-public spaces

Significant projects, such as large-scale development projects or major institutional facilities, should be reviewed by an Urban Design Review Panel.

11.3.2 Land Use Amendments

Land use amendments under the Land Use Bylaw shall be in conformance with the DARP. The land use districts established in the Land Use Bylaw shall be used to implement the policies set out in this Plan where feasible.

The exact land use district boundaries shall be determined at the land use amendment stage. This will be informed by the planning precinct boundaries provided in Section 2.

11.4 LIMITATIONS

The Town of Fox Creek DARP is a long-term planning document. Our vision for the future of the downtown as presented in this document provides policy and program guidance to achieve our goals for this neighbourhood over time.

The policies and guidelines in the DARP are not to be interpreted as an approval for any use on a specific site. Additionally, no representation is made in this Plan or its supporting materials that any particular site is suitable for a particular purpose. All site conditions or constraints must be assessed on a case-by-case basis to fulfill requirements for Subdivision, Land Use, and Development Permit Approvals.

11.5 AMENDMENT

As our Plan is intended to be a living document for the Town, there will likely be future concepts for development and public improvements that align with the spirit of the Plan, but have not been anticipated in specific policies. The Town shall work to enable creative solutions and innovative approaches that align with the vision and principles of this Plan, which may require amendments as needed. Any changes to the text or maps in the DARP will require an amendment process as defined in the *Municipal Government Act*, which will include a Public Hearing of Council.

Amendments to the Plan shall require the proponent to submit a formal request, which shall include technical documentation to outline the alignment and consistency of the proposal with the vision and principles of the DARP, as well as the Municipal Development Plan and other relevant municipal policies.

11.6 MONITORING

The policies within the DARP shall be monitored over time to ensure they remain relevant to the conditions in the community. A review and report to Council shall be undertaken on the outcomes of this Plan every five years. These reports shall include an assessment of the performance of the Plan in meeting intended objectives and achieving the vision for the downtown. Policies shall be updated when necessary through the amendment process either generally or in response to a specific issue.

**Town of Fox Creek
Comprehensive
Community Plan**

**Downtown Area
Redevelopment
Plan 777-2016**

Briefing Notes



BRIEFING NOTES:

DOWNTOWN AREA REDEVELOPMENT PLAN

SUMMARY

The Downtown Area Redevelopment Plan (DARP) for the Town of Fox Creek presents a vision for the core of the community over the next 25 years. To achieve the future envisioned for our downtown, the DARP provides a framework for the actions necessary to promote a vibrant Town centre.

This briefing document outlines the first steps needed for the DARP to gain momentum for downtown redevelopment, and to achieve the goals identified in the Plan. Priorities and key projects are identified for each Precinct in the DARP - Town Core, Civic, Mixed Use, and Highway Avenue. Generally, these are projects which will likely have the greatest leverage for the funds expended, and which will provide immediate visible benefits for the community.

Major actions include the following:

- Conduct **business recruitment** to draw new retail and service offerings into the downtown, specifically into the Town Core in the short-term
- Coordinate the design and construction of **improvements to Oasis Park** to improve its capacity to accommodate activities
- Increase the **programming for Oasis Park** to provide a greater draw for residents and visitors to come downtown
- Provide **streetscape improvements** along 1 Ave between Kaybob Drive and 1 St SE, including the installation of sidewalks and parallel parking
- Reinforce the Civic Precinct as the location of **municipal services** in the Town
- Improve the **pedestrian connections** between the downtown and the multi-use pathway across Kaybob Drive
- Recruit **interested developers** for the Mixed Use Precinct to spur interest in this area
- Engage Alberta Transportation to provide **landscaping** between Highway Avenue and Highway 43
- Require development projects along Highway Avenue to comply with the **streetscape concept** provided in the DARP, which will include installing sidewalks and landscaping
- Engage landowners along Highway Avenue to install **streetscape and landscaping improvements** that align with the streetscape concept



Town Core Precinct: Centre of the downtown, incorporating commercial retail/service offerings and major park spaces in a walkable environment.

Civic Precinct: Public services campus, incorporating the Town Hall, RCMP station, and other government services, and including linkages from trail systems to the downtown.

Mixed Use Precinct: Less developed lands close to the downtown core, available for new developed with a mix of multifamily residential and commercial uses.

Highway Avenue Precinct: Highway-oriented commercial uses along Highway Avenue that serve the needs of travellers while maintaining a beautified "front window" into the community.

Kaybob Avenue Gateway: Main entry into the community, with gateway improvements that welcome visitors and residents into the Town and highlight this as the primary access point.

3 Street SE Gateway: Secondary entry into the community, with some gateway improvements that welcome visitors and reinforce this as an access point to industrial areas / truck route.

Civic Precinct

Town Core Precinct

Highway Avenue Precinct

Kaybob Avenue Gateway

Highway 43

3 St SE Gateway

2 Ave

1B Ave

1A Ave

1 Ave

Main St

Highway Ave

Kaybob Dr

1 St SE

1 St SE

3 St SE

11A Ave

TOWN CORE PRECINCT

Summary

The Town Core Precinct is intended to create a walkable, attractive space for the community in the downtown, centered on Oasis Park and the pocket park fronting 1 Ave. This area is also ideal for future businesses that would be accessible to pedestrians. Initial projects should focus on improving the walkability of the area and the attractiveness of these spaces.

Immediate Action Items

Business recruitment. While attracting new businesses to the Town should be a general economic development goal, a particular concern for Fox Creek is that the downtown does not include a full range of retail and service offerings to meet community needs. An aggressive recruitment strategy should look to engage with businesses potentially interested in locating in the downtown, and determine whether there are any short-term obstacles or limitations that the Town can address.

Improvements to Oasis Park. Oasis Park will be the key resource for drawing residents into the downtown, particularly until the Town develops a stronger retail component.

Initial actions should involve:

- Coordinating the **design and construction of park improvements** to enhance the function of the space. As shown in the conceptual images in the DARP, providing improved landscaping, additional tables and seating, and distinctive spaces for activities will improve the ability of Oasis Park to accommodate a wide range of activities.
- **Increasing the programming for Oasis Park** to draw more residents and visitors to the downtown. After each event an assessment should be conducted to evaluate how the space accommodated the needs of the event, and what changes to the design of the park may be required.

Streetscape improvements on 1 Ave. The Town Core Precinct will be a walkable area that supports pedestrians and requires a paved streetscape with adequate space for pedestrians (and potentially cyclists). Many streets in the downtown are not paved and do not have sidewalks, and the expense of adding these improvements all at once would be prohibitive.

A staged approach is needed to improve these streets while avoiding significant outlays. For this work, improving 1 Ave between Kaybob Drive and 1 St SE should be the highest priority for the Town. Street improvements should be carried out according to the street cross-sections provided in Section 9 of the DARP, and should include:

- Resurfacing the full segment of 1 Ave between Kaybob Drive and 1 St SE
- Narrowing traffic lanes to reduce speed and encourage truck traffic to move to Highway Avenue
- Installing sidewalks along both sides of 1 Ave
- Adding parallel parking for vehicles on both sides of the street
- Installing streetscape improvements, such as street trees, streetlights, or other features

Other Action Items

Other improvements noted in the DARP for the Town Core Precinct include:

- Improvements to the pocket park / parklet on 1 Ave
- Safety improvements along 1 Ave at Main St
- Realignment of 1 St SE between 1 Ave and Highway Ave

These should be considered as part of the longer-term plans for the Precinct, likely pursued as interest in the downtown increases over time.

CIVIC PRECINCT

Summary

The Civic Precinct is envisioned as a public service campus and future development and redevelopment will expand these services in the future. While opportunities for initial improvements in this area are limited, the Town should focus on retaining the current civic functions on-site and improving connections with the rest of the downtown.

Immediate Action Items

Long-term investment by the Town. The location of the Town Administration Office, Town Museum, Visitor's Centre, RCMP station, and the future fire hall in this district provides a draw for the community into the downtown. The Town should ensure that in the long term these functions are maintained in this Precinct and not relocated elsewhere.

Pedestrian connections across Kaybob Drive. The multiuse pathway is an important connection between the downtown and residential neighbourhoods to the north. Two actions could be taken to improve pedestrian connections across Kaybob Drive:

- At present, there is one controlled, signalled crossing at Kaybob Drive and 1 Ave with warning lights. Improving pedestrian safety at this location in the short-term could involve adding speed humps or a raised sidewalk to reduce vehicle speeds.
- An additional crossing could be located between 1 Ave and 2 Ave to provide better sight lines to pedestrians crossing Kaybob Drive. This should be explored in tandem with adding a sidewalk along the southeast side of Kaybob Drive in the downtown, which is expected as a long-term addition to the Mixed Use Precinct.

Other Action Items

The Civic Precinct should continue to be used for festivals and temporary events and the Don Nicolson Trail trailhead should continue to be maintained.

The development of entrance signage at Kaybob Drive and Highway Avenue should be considered as future project, and should be installed at the end of life of the existing signage at this location.

MIXED USE PRECINCT

Summary

The Mixed Use Precinct includes large areas of undeveloped and underdeveloped land, and has the greatest potential for new development in the Downtown if concerns about muskeg and subsurface conditions can be managed. Ideal future development would accommodate additional retail and commercial uses at a larger scale than is allowed in other areas of downtown, with multi-family residential development in single- and mixed-use buildings. Multi-family development will be a particular focus for drawing temporary workers out of single-family housing in residential districts, as well as providing affordable housing options for service and retail workers in the downtown.

Immediate Action Item

Recruitment of developer or developers for the area. Long-term success of this area will require developers interested in mixed-use development to explore projects in the Precinct. The Town must work to engage interested developers to determine any concerns they have with the site, and help to proactively resolve any regulatory or land use issues in the Precinct.

Other Action Items

Other improvements noted in the DARP for the Mixed Use Precinct include:

- Realigning the street grid
- Developing a sidewalk along the southeast side of Kaybob Drive
- Including parallel parking along the streets in the district (excluding Kaybob Drive)
- Developing safe pedestrian connections to Oasis Park and the Town Core

These should be considered as part of the longer-term plans for the Precinct, and should be considered in negotiations related to new development projects in the area.

HIGHWAY AVENUE PRECINCT

Summary

The Highway Avenue Precinct is a key location for businesses that require or benefit from immediate highway access, and is characterized by automobile-oriented uses such as gas stations, hotels, and motels, as well as a mix of industrial uses. This location is also the public face of the Town from Highway 43, as views from the highway include the entire streetscape along Highway Avenue, and as such, recommended improvements to this area focus primarily on providing enhanced, attractive frontage along the highway.

Immediate Action Items

Landscaping between Highway Avenue and Highway 43. The Town should look to engage with Alberta Transportation to provide for landscaping between the Town and Highway 43 to support an aesthetically pleasing view into the Town. Where possible, the Town should explore funding opportunities through the province to offset the costs to local ratepayers.

Landscaping may also include improvements along the Highway 43 side of Highway Avenue, consistent with Figure 9.3 of the DARP. Any improvements along this side of the road should be designed to consider parking of tractor trailers along the curb.

Streetscape and landscaping requirements for projects along Highway Avenue. The Town should require streetscape and landscape improvements for all new projects along Highway Avenue, supported with a security posted by the developer. Streetscape improvements should include sidewalks along Highway Avenue, and landscaping should be provided on-site to improve aesthetics, generally according to the concept for Highway Avenue provided in Figure 9.3 of the DARP.

Engagement with landowners along Highway Avenue about improvements. The Town should also look to discuss the design concept with businesses along Highway Avenue to encourage voluntary improvements, such as the installation of additional landscaping and sidewalks. These upgrades may be required as part of future development permits on existing sites as well.

Other Action Items

Other improvements noted in the DARP for the Highway Avenue Precinct include:

- Realigning 1 St SE between 1 Ave and Highway Avenue to promote it as a truck route
- Developing entrance signage at 3 St SE that reinforces this location as an access point for industrial uses and truck traffic
- Developing sidewalk connections between Highway Avenue and 1 Ave

These improvements should be highlighted as long-term improvements that will be explored as the redevelopment of the downtown continues.

NOW THEREFORE, the Council of Fox Creek duly assemble and pursuant to the provisions of the said Municipal Government Act and amendments thereto, enacts as follows:

That upon third and final reading of Bylaw 777-2016 – Downtown Area Development Plan Bylaw shall come into effect, furthermore upon passing thereof and upon taking effect any previous bylaws pertaining to the Downtown Area Development Plan shall be repealed.

BYLAW NO. 777-2016 IS HEREBY GIVEN FIRST READING this 22nd day of August, 2016

BYLAW NO. 777-2016 IS HEREBY GIVEN SECOND READING this 12th day of September, 2016

BYLAW NO. 777-2016 IS HEREBY GIVEN SECOND READING this 26th day of September, 2016



Jim Ahn
Mayor

September 25, 2016
Date Signed



Roy Dell
Chief Administrative Officer

