



Town of Cochrane



DOWNTOWN AREA REDEVELOPMENT PLAN (DTARP)

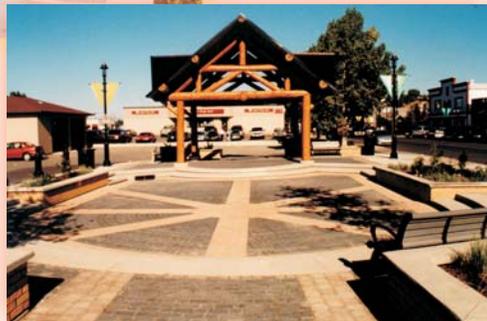


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1.0 INTRODUCTION

1.1 PREAMBLE

In the fall of 2003, the Town of Cochrane indicated a process that was intended to examine its *Downtown Area Redevelopment Plan* (DTARP). The review was prompted by:

- ongoing pressure to redevelop portions of the downtown;
- various proposals to develop land that had historically been either vacant or used for non-commercial uses (e.g., Carmack site, Domtar site);
- the completion of the downtown revitalization project;
- the completion of various studies that had potential implications on the downtown and how it would develop in the future; and
- decisions of Council for a re-examination of certain policies in the existing ARP.

Throughout the planning process, Town residents and downtown businesses were encouraged to provide input into the DTARP. Meetings were held with residents and downtown businesses and owners in order to obtain input on how they saw the downtown developing in the future. These meetings took the form of two workshops where the participants identified the issues that were important to their downtown. In addition, the Chamber of Commerce was engaged in the process and provided valuable input.

Based on the comments and suggestions through the various sessions and the Chamber input, potential policies that would direct the future development of the downtown were developed and presented at a follow-up open house. From this open house, goals, objectives and policies within the existing DTARP were re-examined to ensure they were consistent with the input received. Further, the various studies that had been completed since adoption of the existing DTARP in 1995 were reviewed and the findings of these studies played an important role in formulating policies for the new DTARP.

1.2 PLAN GOAL

The goal of the DTARP is to maintain the viability of the existing downtown area in Cochrane by:

- 1.2.1 Providing a broad range of commercial, institutional, entertainment, and residential uses.
- 1.2.2 Encouraging intensification of land use.
- 1.2.3 Encouraging the development of a pedestrian-oriented environment.
- 1.2.4 Establishing a strong sense of place that reflects Cochrane's image and identity and small town character.
- 1.2.5 Continuing to enhance the downtown to make it more hospitable for residents and visitors and make it more prosperous for business owners.
- 1.2.6 Encouraging a high quality of design for all developments.
- 1.2.7 Protecting significant historic resources.

1.3 MUNICIPAL GOVERNMENT ACT AND THE MUNICIPAL DEVELOPMENT PLAN

The *Municipal Government Act* and the Town of Cochrane *Municipal Development Plan* each contain provisions that guide the policies to be included in the DTARP. The content and policies within the DTARP must respect the direction established by these two statutory documents.

1.3.1 Municipal Government Act (MGA)

The MGA, a statute of the Province of Alberta, contains provisions that establish the purpose and intent of an area redevelopment plan. It provides Council with the authority to designate an area of the municipality as a redevelopment area and to establish objectives and policies that will guide the future redevelopment of the plan area.

1.3.2 Town of Cochrane Municipal Development Plan (MDP)

Town Council adopted the MDP in 1998 and it contains objectives and policies relative to the Town's downtown. It promotes a strong and vibrant central commercial district that is essential in maintaining the small town character of Cochrane. It recognizes the downtown as the "civic, social, retail, professional, and entertainment heart of Cochrane". The MDP provisions relative to the downtown guided the evolution of the DTARP and the resulting objectives and policies are consistent with those outlined in the MDP.

1.4 PLAN AREA

The DTARP contains those lands as indicated on Map 1: Plan Area. The DTARP identifies direction for both new development and redevelopment within the downtown plan area boundaries.

1.5 CHARACTER AREAS

Downtown Cochrane is very diverse in its form and character. It contains a range of built forms and streetscape types that, in turn, creates places that each has a very different "feel" or character. This section of the introduction is intended to provide an overview of the policies of how this plan will affect the different areas of the downtown. As illustrated on Map 2: Downtown Character Areas, downtown has been broken down into six different areas and the concept for each is described as follows.

1.5.1 Character Area 1 - North of Highway 1A

This area includes the blocks lying north of Highway 1A and fronting onto Second and Third Streets West. It historically developed as a residential area, but in recent years, has been redeveloping to commercial uses.



Alberta Transportation has examined the future standard and alignment of Highway 1A and has adopted a plan, outlined in more detail in Section 2.4 (Transportation) that will affect this area. A key component of the Highway 1A upgrade is the realignment of Fourth Avenue as it passes through Character Area 1 to intersect with Fifth Avenue. This realignment, coupled with changes to Highway 1A, will significantly affect this area.



The conversion of existing residences to commercial uses is encouraged. When a residence is proposed for conversion, it should follow the recommendations of the *Western Heritage Design Guidelines* and the *Heritage Management Plan*.

1.5.2 Character Area 2 - Old Downtown



This area includes the blocks south of Highway 1A and north of the Canadian Pacific Railway right-of-way. It is the historic downtown and much of it has recently undergone significant streetscape improvements. These improvements have



resulted in an improved pedestrian environment with wider sidewalks, landscaping, street furniture, and a plaza on First Street West at the south end of Second Avenue.



Proposed improvements to Highway 1A will also affect this area. The provincial Transportation Plan proposes to emphasize Centre and Fifth Avenues as the main transportation routes by providing full turning movements into the downtown. Access from Highway 1A onto Second, Third, Fourth, and Sixth Avenues will be restricted, primarily to right turns only.

The following are key policy directions and streetscape improvements specific to this area:

- Gateway treatment at Highway 1A and Centre and Fifth Avenues with the purpose of announcing the downtown and directing traffic travelling on Highway 1A into the downtown.
- Gateway treatments/signage at Centre Avenue on Second and First Streets, and at Fifth Avenue and First Street with the purpose of directing both vehicles and pedestrians into the downtown.
- Continuation of the streetscape improvements along Third and Fourth Avenues and on First Street west of Fifth Avenue.
- Green space/amenity space at the north end of Second Avenue.
- Opportunity for development of the area at the west terminus of First Street West once the Highway 1A upgrading is completed. The Cochrane Downtown Revitalization Plan identified potential for additional retail and open space along with a trail linkage to the west.
- In conjunction with the Highway 1A upgrading, enhancement of the street environment of Centre and Fifth Avenues including street landscaping, pedestrian friendly sidewalks, lighting, street furniture, etc.

1.5.3 Character Area 3 - North Side of Railway Street

This area has historically and continues to develop with auto-oriented uses. Further, Railway Street is designated as a modified collector in the Town’s overall transportation system.

In recognition of the historical use of this area and recent decisions to allow auto-oriented uses to develop, this area will continue to cater to uses that benefit from being adjacent to Railway Street and other auto-oriented uses in the area.



The following are key policy directions and improvements specific to this area:

- Landscaping of all surface parking lots adjacent to Railway Street to enhance the streetscape and soften the parking lot/street edge.
- Incorporation of the pedestrian crossing proposed in the MDP into development plans for this area.
- An at-grade pedestrian crossing linking the pedestrian overpass to Grande Boulevard should be included in any plans to improve/upgrade Railway Street.

1.5.4 Character Area 4 - Carmack Site

This area includes lands bounded to the east by Grande Boulevard, to the west by Fifth Avenue, to the north by Railway Street, and the south by the Points West Shopping Centre.

The goal of this area is to create a new commercial area with a wide range of uses. The area must have a strong pedestrian focus and a “sense of place”.



There is a significant opportunity to link the two portions of the downtown by connecting Fifth Avenue to First Street over the railway tracks. The connection between the “old” downtown and the “expanded” downtown is crucial to creating a unified downtown. The south side of Railway Street, east of Fourth Avenue, will evolve into a pedestrian-oriented street with store fronts adjacent to the front property line.

Opportunities exist for encouraging a broad range of uses including commercial, residential and educational/institutional.

The following are policy directions and improvements specific to this area:

- Strong street connections between the residential neighbourhoods and the new commercial development.



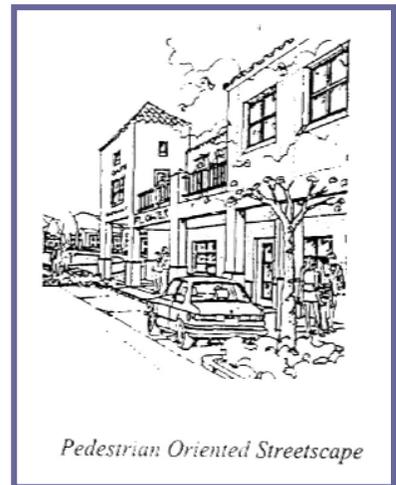
- Building fronts to the front of the property on the south side of Railway Street east of Fourth Avenue.
- Anchor stores closer to the intersection with required site parking to the rear.
- Office sites at corners in order to provide a market for commercial uses and to encourage opportunities for shared parking.
- A wide range of uses including educational, institutional, commercial, and residential.
- Restricted access on Fifth Avenue and on Railway Street.
- Prior to subdivision or development, a plan that illustrates traffic and pedestrian circulation and site access for the vacant lands.

1.5.5 Character Area 5 - Grande Boulevard



This area includes land fronting onto Grande Boulevard which has the opportunity to be developed as a second "Main" Street. It will link to the old downtown by the pedestrian crossing that will be at the northern terminus of the boulevard.

The following are the key enhancements recommended for this area:



- Importance of Grande Boulevard for both pedestrian and vehicular circulation. It will be the primary pedestrian-oriented connection between the old downtown and the expanded downtown south of the tracks.
- Emphasis on pedestrian movement between the old and expanded downtown by using the pedestrian crossing.
- Development of Grande Boulevard to include crosswalks, enhanced sidewalks, street trees, street furniture, and pedestrian-oriented lighting.
- Orientation of building fronts to Grande Boulevard towards the front property line.
- Support for on-street preferably angle parking (from the north-south leg of Grande Boulevard to the intersection with the east-west leg).
- Buildings facing Grande Boulevard to include a high degree of visual interest for pedestrians including windows, façade details, roof articulation, murals.
- Opportunity for the area at the northern terminus of Grande Boulevard to be developed for an open space in conjunction with the pedestrian crossing.
- Opportunities for highlighting the importance of the railway.

1.5.6 Character Area 6 - Shopping Centres

This area contains the existing shopping centres that are characterized by large expanses of surface parking. Additional shopping centres in recognition of the need for the Town to accommodate additional commercial development to service its growing population may be located in this area.



Key design and enhancement considerations for this area are to:

- Discourage large expanses of contiguous parking; parking areas should be broken up into smaller areas or visually separated using landscaped islands.
- Require appropriate landscaping of the periphery of parking areas to allow the area to be visually secured while hiding the expansiveness of the parking area.
- Require the usage of shared entrance points with adjacent development to maximize site efficiency and reduce the number of potential conflicts.
- Emphasize the significance of entries through additional landscaping, signage and lighting.
- Reduce pedestrian/vehicle conflicts by defining the edges of each type of movement.
- Identify and delineate a continuous pedestrian movement corridor throughout the area and ensure linkages with adjacent streets and development; pedestrian connection to Grande Boulevard will be particularly important.
- Prohibit “big box” retail stores (i.e., greater than 4,645 square metres).

2.0 PLAN OBJECTIVES AND POLICIES

The objectives and policies provided with this section apply to all areas outlined on Map 3: Land Use Plan.

2.1 COMMERCIAL AND SHOPPING CENTRE LAND USE

2.1.1 Preamble

This section provides direction for development in the downtown including the areas designated as commercial and shopping centre commercial. It supports and expands upon the policies outlined in the MDP. It encourages a range of uses that, when combined, serve to promote the downtown as the heart of the community. It encourages an attractive urban environment by not only focusing on land use but also on well designed streetscapes and buildings.

2.1.2 Objectives

The commercial objectives of the downtown are to:

1. Reinforce the downtown as Cochrane's primary retail area by concentrating commercial activities within the downtown.
2. Promote the role of the downtown as Cochrane's primary area of community, interaction, and civic and cultural identity.
3. Ensure there are strong linkages, both pedestrian and vehicular, throughout the downtown.
4. Encourage the conservation and restoration of historic buildings in the downtown.
5. Reinforce and promote architectural aesthetics that reflect Cochrane's unique natural environment, western heritage and sense of place.
6. Emphasize the importance of urban design.
7. Ensure that land supply for commercial uses corresponds to Cochrane's population.
8. Encourage improvements at key intersections by the creation of gateways that encourage and direct both residents and visitors into the downtown.
9. Encourage retail development that is of a scale that is in keeping with Cochrane's "small town" character.

2.1.3 Policies

1. A wide range of retail, service, tourist, commercial, professional, office, and entertainment uses are encouraged throughout the downtown.
2. New auto-oriented commercial development should not be located within the downtown except along the north side of Railway Street west of the Centre Avenue extension.
3. Commercial uses should be located on the ground floor of developments within the areas designated as commercial on Map 3: Land Use Plan.
4. Infill development of small-scale commercial uses, such as unique shops, boutiques, professional offices, home enterprises, and tourist attractions, which are compatible with residential uses, are encouraged in the area designated as Heritage Mixed Use on Map 3: Land Use Plan.

5. Comprehensively planned commercial uses that have shared vehicular access and internal site circulation will be located in the areas designated as Shopping Centre Retail on Map 3: Land Use Plan.
6. Subdivision and development may not occur on the former Domtar site, as illustrated on Map 4: Domtar Site, until remedial action to clean up contaminated soil has been completed to the satisfaction of the Town of Cochrane and Alberta Environment.
7. Due to soil contamination, only private parking lots and private amenity open spaces will be permitted to be developed on the area designated as Restricted Development Area on Map 3: Land Use, and Map 4: Domtar Site, until such time as the site has been remediated to the satisfaction of Alberta Environment and the Town.
8. All development in the downtown will be consistent with the *Western Heritage Design Guidelines*.
9. Commercial/residential mixed use development will be encouraged within the area designated as Commercial on Map 3: Land Use Plan, provided the residential component is located above the ground floor, except for home enterprises in Heritage Mixed Use, which may be situated on the same floor as the commercial component.
10. "Big box" commercial developments (i.e., having a total gross floor area of greater than 4,645 square metres) will be prohibited in the plan area.

2.2 RESIDENTIAL LAND USE

2.2.1 Preamble

Residential use is an important ingredient to a successful downtown. By encouraging a residential component within the downtown, a more diverse, active and integrated downtown occurs. A residential population in the downtown benefits the local businesses by expanding its market and promoting a safer environment by having people in the downtown day and night.

This plan promotes a residential component of both street-oriented and above ground residential developments in selected locations.

2.2.2 Objectives

The residential objectives of the downtown are to:

1. Encourage a variety of residential uses in the downtown.
2. Locate residential development so that it forms an integral part of the downtown and complements commercial development.
3. Provide for residential development to the extent its size and scale do not compromise the long-term commercial role of the downtown.

2.2.3 Policies

1. Residential development is permitted throughout the downtown.
2. Residential development in the downtown may be located:
 - on the ground level provided it shares the area with a commercial use;
 - above the ground level; and
 - in the areas designated as residential on Map 3: Land Use Plan and are consistent with the provisions of Policy 2.2.3.3.

3. Street-oriented residential development is considered appropriate for the downtown provided:

- parking is located at the rear;
- it provides pedestrian linkages to the adjacent commercial uses; and
- its design is consistent with the *Western Heritage Design Guidelines*.

2.3 PARKING

2.3.1 Preamble

Parking in the downtown is provided by a combination of on-site and on-street parking. In the old downtown where buildings are located adjacent to the street, on-site parking is located at the side or rear of the parcel. On the south side of First Street, there are a number of large surface parking lots that serve the public (i.e., Provincial Building) and private uses.

Within the old downtown, there is also a combination of parallel and angle parking on the street. Portions of both First and Second Streets have angle parking. The balance of the on-street parking in the old downtown is parallel parking.

In 2002, the Town considered eliminating the angle parking within the old downtown due to concerns over safety. After consulting with the downtown merchants, the angle parking was modified from a 60° angle to 45° and the modified angle parking was retained.

In the area south of the railway, there has been substantial commercial development since the existing *Downtown Area Redevelopment Plan* was adopted in June 1995. All new development provided on-site parking in accordance with the Town's parking requirements in its *Land Use Bylaw*. This resulted in large surface parking areas that satisfy the demand for the commercial uses in this area.

In 2002, the Town initiated a review of its *Land Use Bylaw*. A part of that review examined the parking standards and modified them based on input received through public consultation.

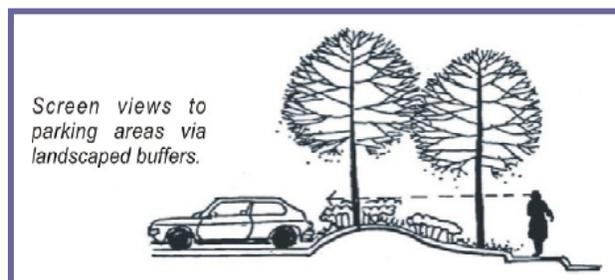
2.3.2 Objectives

The parking objectives of the downtown are to:

1. Ensure the Town's parking requirements provide an adequate supply of parking within the downtown, but do not have a detrimental effect on the development or redevelopment of the downtown.
2. Support good urban design principles that recognize parking areas need to be visible and accessible from adjacent roadways, but do not dominate the overall appearance of the development.

2.3.3 Policies

1. Parking in the downtown may be provided either by provision of on-site parking, cash-in-lieu, or a combination of both.
2. Where cash-in-lieu is to be provided, on-site parking must be provided for at least all employees of the commercial uses and any residents who will reside on-site.



3. Parking areas should be located at the side or rear of new developments. Where parking is located on the side of a new development, it should be screened from the adjacent street via a landscaped buffer.
4. Cash-in-lieu of providing on-site parking shall be directed to a fund for the future development of parking facilities within the plan area.
5. On-site landscaping including berms, trees, shrub beds, low walls, and fences should be used to screen and soften views of parking areas from adjacent roadways and uses.
6. On-site parking areas located in the rear yard should be linked to the adjacent roadway through pedestrian pathways.

2.4 TRANSPORTATION, CIRCULATION, AND CONNECTIVITY

2.4.1 Preamble

Cochrane's downtown is bisected by the Canadian Pacific Railway right-of-way. This presents challenges to ensuring that the two areas, north and south of the railway tracks, are well connected and special attention has to be paid to ensuring well defined vehicular and pedestrian linkages are created and maintained.

The Town has examined its overall transportation system, initially in 1996 and subsequently in 2003. This review has resulted in the establishment of a roadway network and pedestrian system that is intended to accommodate the short and long term needs of the community.

Further, Alberta Transportation completed a functional study of Highway 1A as it passes through the plan area. This study contains recommendations on channelization of the highway, limiting turning movements from the highway into the downtown, and realignment of Fourth Avenue north of the highway. Map 5: Highway 1A Functional Design illustrates the proposed improvements to Highway 1A.

The results of the various transportation analyses are summarized below:

- Centre Avenue will be extended across the railway and ultimately intersect with Griffin Road West;
- Fourth Avenue north of Highway 1A will be realigned to intersect with the Fifth Avenue intersection;
- left-hand turns for westbound traffic on Highway 1A will be limited to Centre and Fifth Avenues and First Street;
- Highway 1A will be upgraded to a four-lane standard as it passes through the plan area;
- pedestrian-controlled signals will be installed at the Third Avenue/Highway 1A intersection; and
- traffic lights will be installed at Centre and Fifth Avenues.

As a result of the transportation analysis, another railway crossing at Centre Avenue is needed. This crossing would be in addition to existing ones at River, Fourth and Fifth Avenues. Through discussions with Canadian Pacific Railway, it was determined that in order to create an at-grade crossing at Centre Avenue, one of the existing crossings would need to be closed.

However, the transportation study also identified a need to convert the at-grade Fifth Avenue crossing to a grade-separated crossing when warranted, likely in 2006. Further, the new crossing at Centre Avenue would also have to be converted to a grade-separated crossing. The transportation study estimated the Centre Avenue crossing would warrant grade-separation in 2013.

In addition, with the anticipated redevelopment of the old municipal office/fire hall/library site to a new emergency service centre, a portion of First Avenue between Centre Avenue and Second Street may require closing. This closing will necessitate a realignment of the roads in the general vicinity.

2.4.2 Objectives

The transportation, circulation and connectivity objectives of downtown are to:

1. Ensure strong pedestrian and vehicular linkages between the areas north and south of the Canadian Pacific Railway right-of-way.
2. Protect long term road rights-of-way requirements through building setbacks and acquisition of rights-of-way.
3. Extend streetscape improvements as part of the downtown revitalization throughout the downtown.
4. Promote the safe and efficient movements of people, goods and vehicles throughout the downtown.



2.4.3 Policies

1. The long term road network within the downtown should be as illustrated on Map 6: Downtown Road Network.
2. Prior to extending Centre Avenue, functional studies that examine the implications of creating a grade-separated crossing at Centre and Fifth Avenues must be undertaken. The functional studies will provide direction as to if and when the existing at-grade crossings at River or Fourth Avenue will need to be closed.
3. Prior to redevelopment of the old municipal office/fire hall/library site, a feasibility study that provides justification for the closure of the portion of First Avenue between Centre Avenue and Second Street is required. If the closure is warranted, appropriate engineering details showing the realignment of the roads (Centre and First Avenues and Second Street) must be undertaken.
4. Pedestrian linkages between First and Railway Streets will be provided at Third Avenue across Highway 1A and over the Canadian Pacific Railway track in the vicinity of Centennial Plaza.
5. Pedestrian movement corridors will be established through a system of pathways and sidewalks as illustrated on Map 7: Pedestrian Network.
6. Road standards including pavement and right-of-way widths, provision and location of sidewalks, and landscaping, as well as access restrictions and standards, will be established by the Town.
7. Grande Boulevard will be designed to promote pedestrian movement including on-street parking (preferably angle), landscaping and buildings located at or close to the front property line.
8. Extension or redevelopment of roadways within the downtown will incorporate the design elements used in the downtown revitalization (i.e., landscaping, sidewalks, street furniture, ornamental lighting).
9. Roadway designs and standards are encouraged to account for the long term need for public transit.

2.5 OPEN SPACE

2.5.1 Preamble

Open space is an important part of a successful downtown. As part of the downtown revitalization program, a plaza was created to serve as a central gathering place and has become a community focal point for events and performances.

Opportunities to create additional open space will become available as existing sites are redeveloped or currently vacant sites are developed to commercial and residential uses. Presently, there are proposals to redevelop the community hall site to accommodate an affordable housing project and the old municipal office/fire hall/library site to accommodate a new emergency services centre. The redevelopment of these sites should take advantage of the opportunity to create additional open space that will complement Centennial Plaza.

The area south of the railway will see additional commercial and residential development. Again, there is an opportunity to incorporate open space into the development of this area. This is particularly true for the area adjacent to Grande Boulevard, which will be developed to pedestrian-oriented uses with buildings pulled up to the front property line. Incorporation of open space into the design of this area that links to the downtown pedestrian network, including the pedestrian crossing of the railway, will serve to reinforce the downtown's role as the heart of the community.

2.5.2 Objectives

The open space objectives of downtown are to:

1. Ensure that open spaces are enhanced and provided throughout the downtown.
2. Create open spaces that are linked to the downtown pedestrian network.
3. Incorporate open space into the redevelopment of existing sites and into the development of new commercial and residential sites.

2.5.3 Policies



1. The creation of open space adjacent to Grande Boulevard and in areas designated as residential should be achieved by the full dedication of land.
2. In Heritage Mixed Use, Commercial and Shopping Centre Commercial, municipal reserve may be provided by land, cash-in-lieu of land or a combination of both. Cash-in-lieu should be used to purchase land in the downtown for pathways or parkland.
3. The Town should prepare a plan that identifies an open space system for the downtown including parks, pathways and needed pedestrian linkages and crossings.
4. Once an open space plan has been prepared, the Town should examine the possibility of instituting a redevelopment levy that could be used to purchase land in areas of the downtown that the plan identifies as needing additional open space.

2.6 HISTORICAL RESOURCES

2.6.1 Preamble

Cochrane has a rich history and that history is reflected in many of its heritage buildings in the downtown. In 2002, the Town amended its MDP to include a *Heritage Register* and *Heritage Management Plan*.

The downtown contains eighteen buildings that have been identified as having historical significance. How the Town will deal with and manage these historic resources is outlined in the *Heritage Management Plan*.



2.6.2 Objectives

The historical resources objectives of downtown are to:

1. Identify the range of opportunities to both conserve and appreciate the buildings that are part of the Town's unique history.
2. Maintain the viability of the downtown by protecting significant historic sites and buildings.

2.6.3 Policies

1. The Town will recognize the various buildings in the downtown identified in the *Heritage Register* and follow the recommendations outlined in the *Heritage Management Plan*.

3.0 IMPLEMENTATION

The implementation of the *Downtown Area Redevelopment Plan* is a shared responsibility. It is adopted by Council who is responsible for ensuring all future development and land use bylaw amendments comply with the purpose and intent of the plan. Administration and committees of Council also share in the responsibility by ensuring that all development permits and subdivisions conform to the policies of this plan.

3.1 ROLES AND RESPONSIBILITIES

3.1.1 Town Council

1. Town Council will:

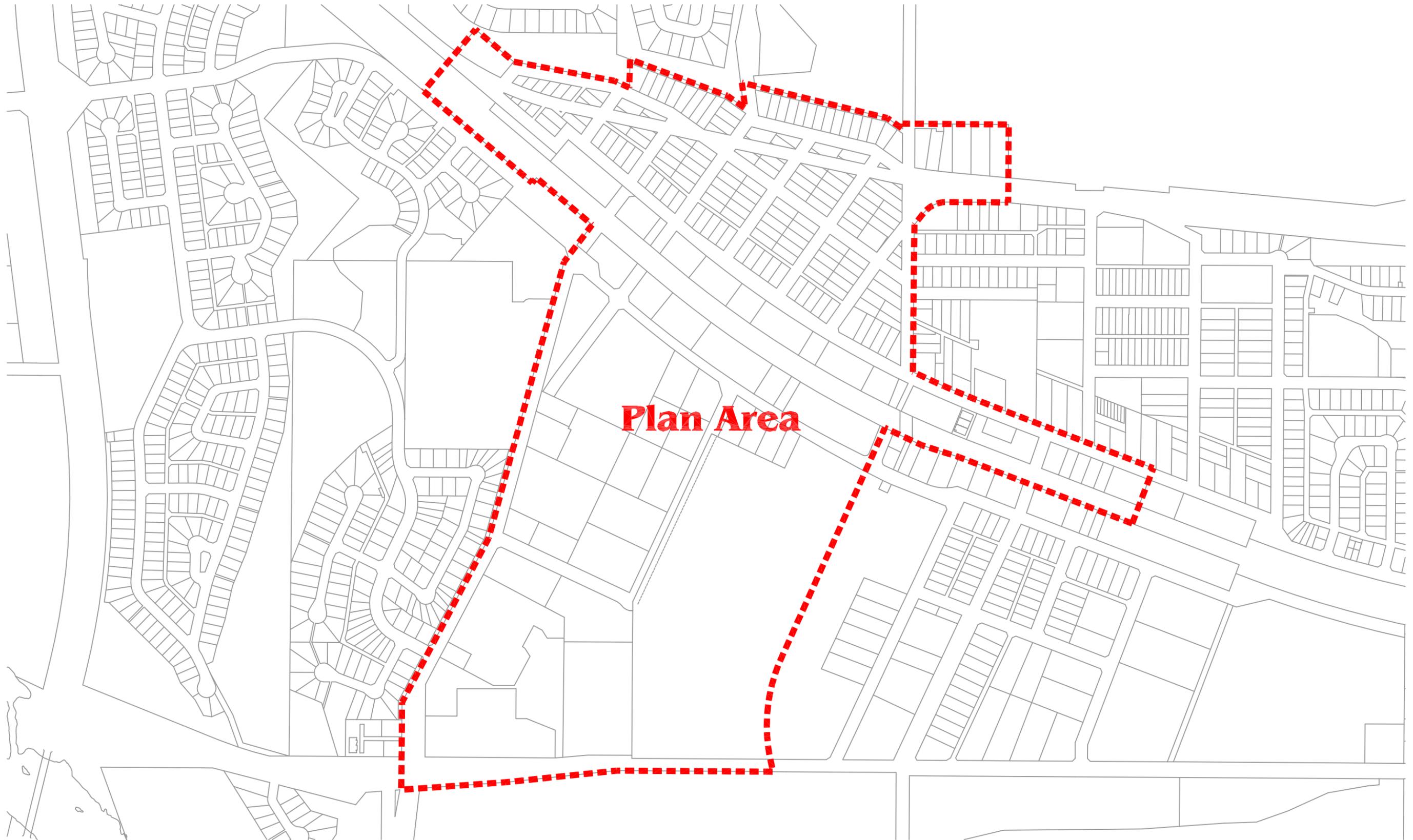
- consider the objectives and policies of the plan prior to making decisions on proposed amendments to the *Land Use Bylaw* within the downtown;
- seek input from Town Administration, committees and Cochrane residents to ensure the objectives of this plan are being fulfilled;
- where appropriate, initiate programs and committees that will serve to assist in the implementation of the policies of this plan;
- be committed to consulting with the public and downtown businesses and owners to ensure the goals, objectives and policies of this plan are consistent with community needs; and
- consider possible amendments to this plan from time to time to respond appropriately to changing or unforeseen circumstances.

3.1.2 Approving Authorities

1. The Development Authority (Cochrane Planning Commission and Development Officers) and the Cochrane Subdivision and Development Appeal Board shall be responsible for implementing appropriate planning and policy statements contained within this plan.

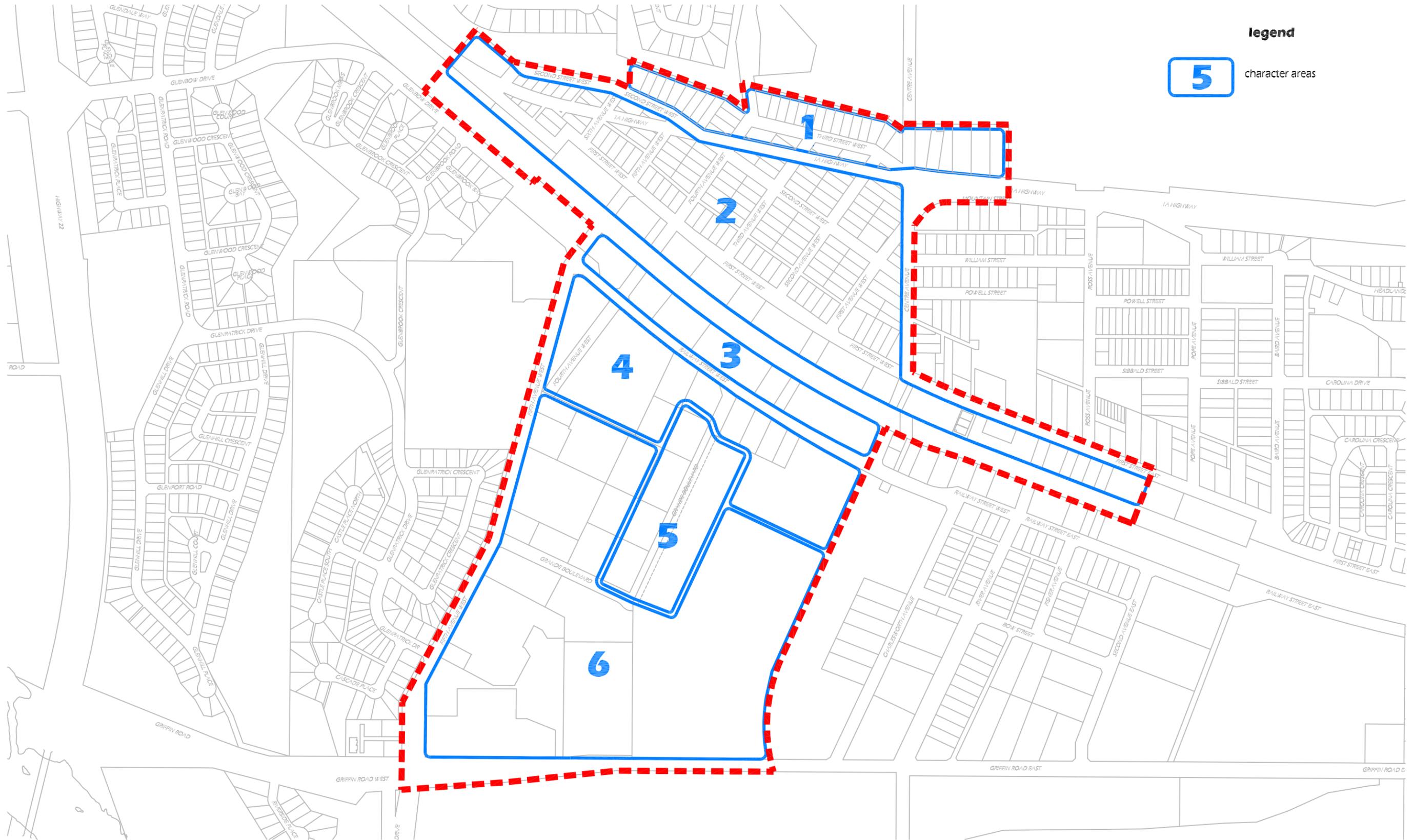
3.1.3 Town Administration

1. Town Administration will take the primary responsibility for the review of all land use, subdivision, and development proposals and ensure the participation of relevant government agencies, private groups, businesses, residents, and municipal departments during the review process.
2. Town Administration, in conjunction with the Approving Authorities, shall be responsible for implementing appropriate planning and policy statements contained within this plan.
3. Recognizing that the needs of the community may change over time, Town Administration will be responsible for an ongoing review of the plan's objectives and policies, and be responsible for initiating a complete review within five years of the date this plan is adopted by Council.

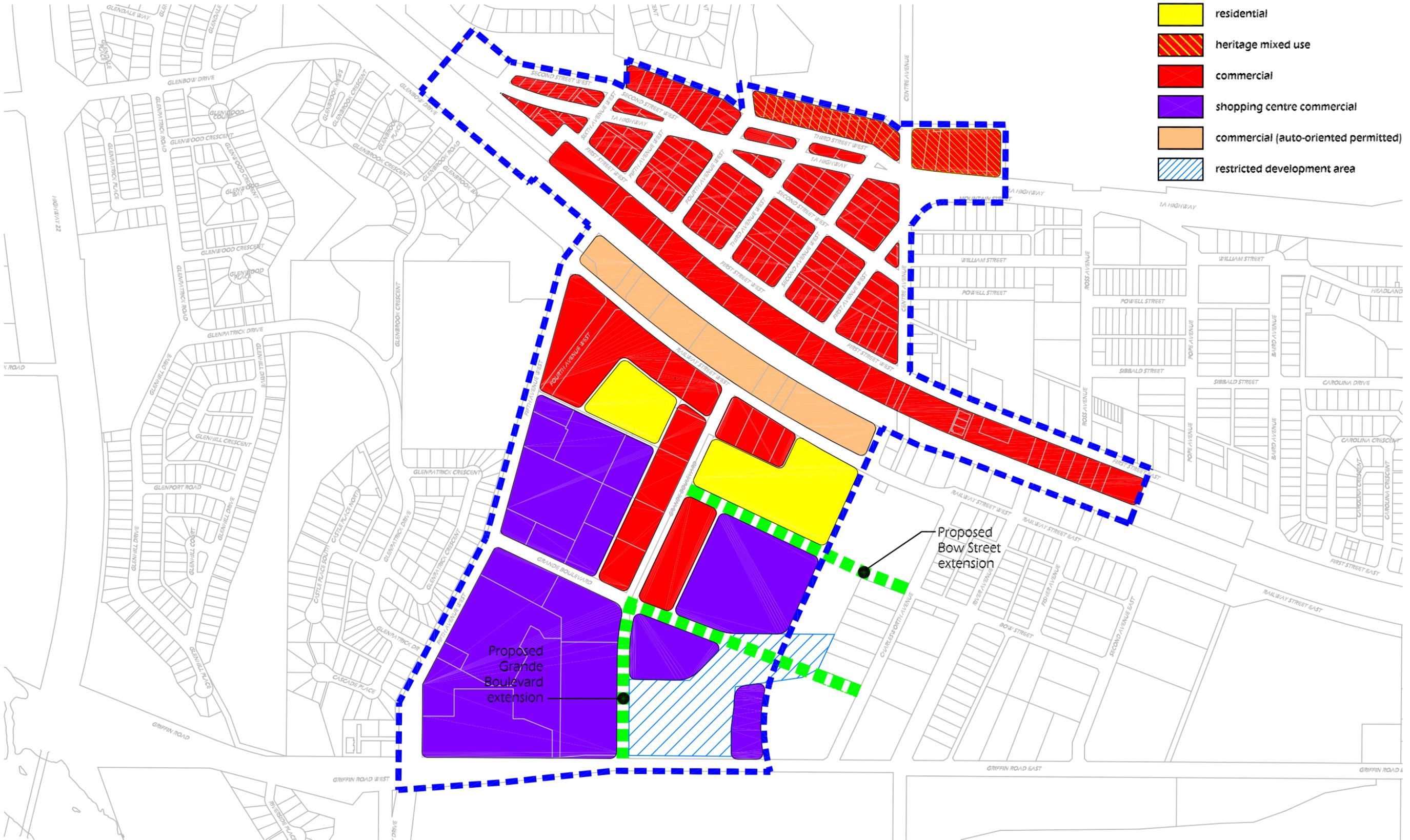


Plan Area

Plan area



- Legend**
-  residential
 -  heritage mixed use
 -  commercial
 -  shopping centre commercial
 -  commercial (auto-oriented permitted)
 -  restricted development area

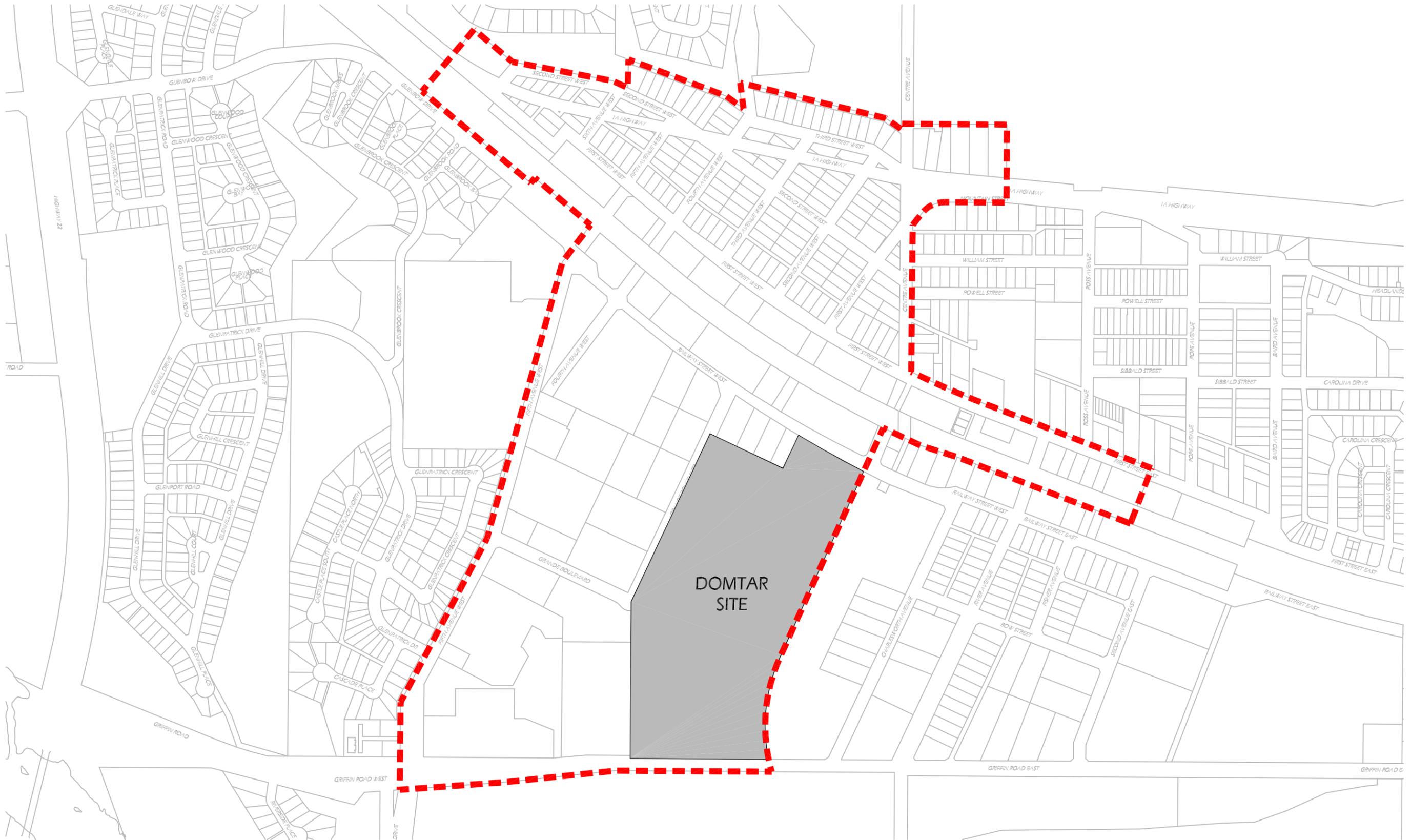




cochrane downtown area redevelopment plan

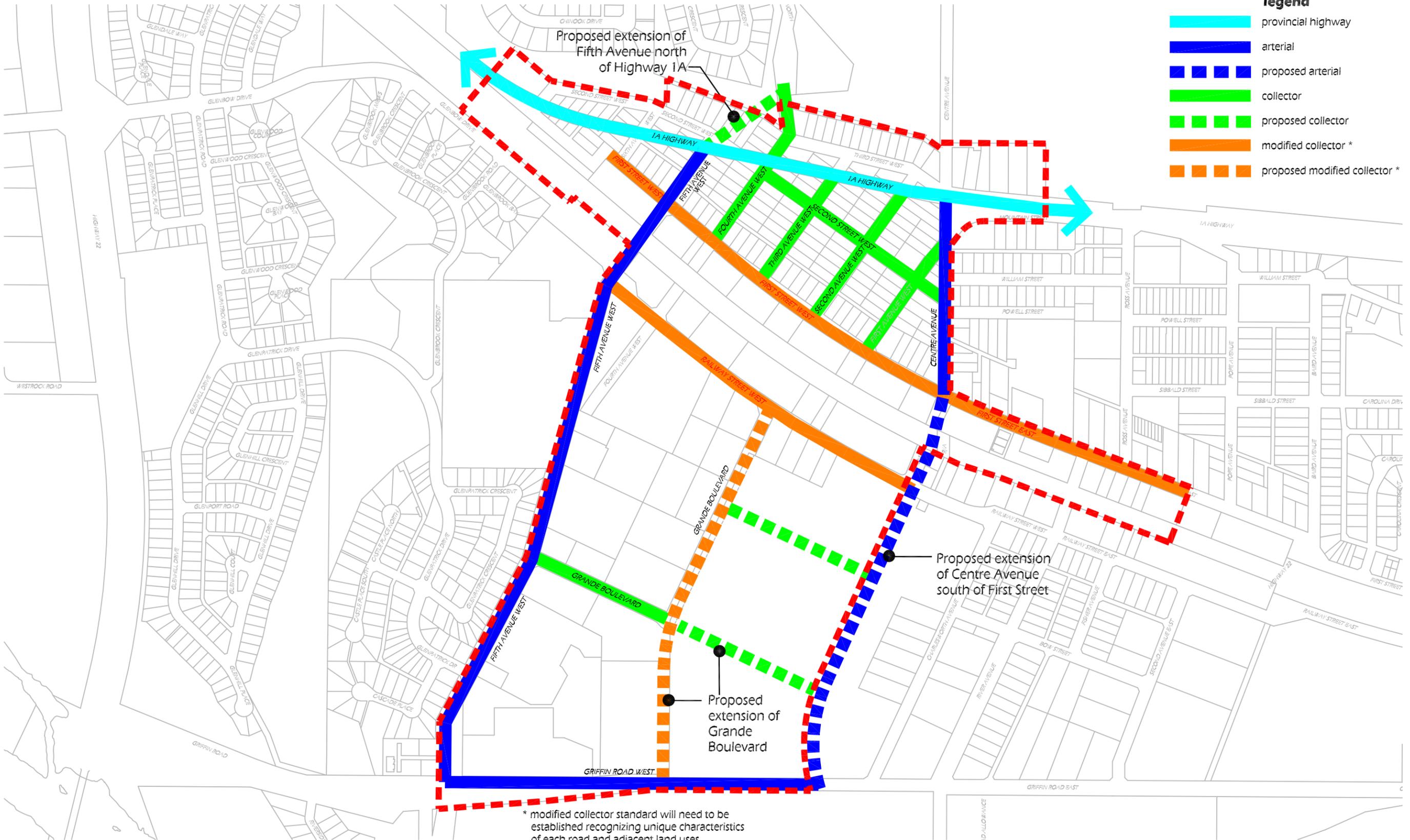


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domtar site





Legend

	provincial highway
	arterial
	proposed arterial
	collector
	proposed collector
	modified collector *
	proposed modified collector *

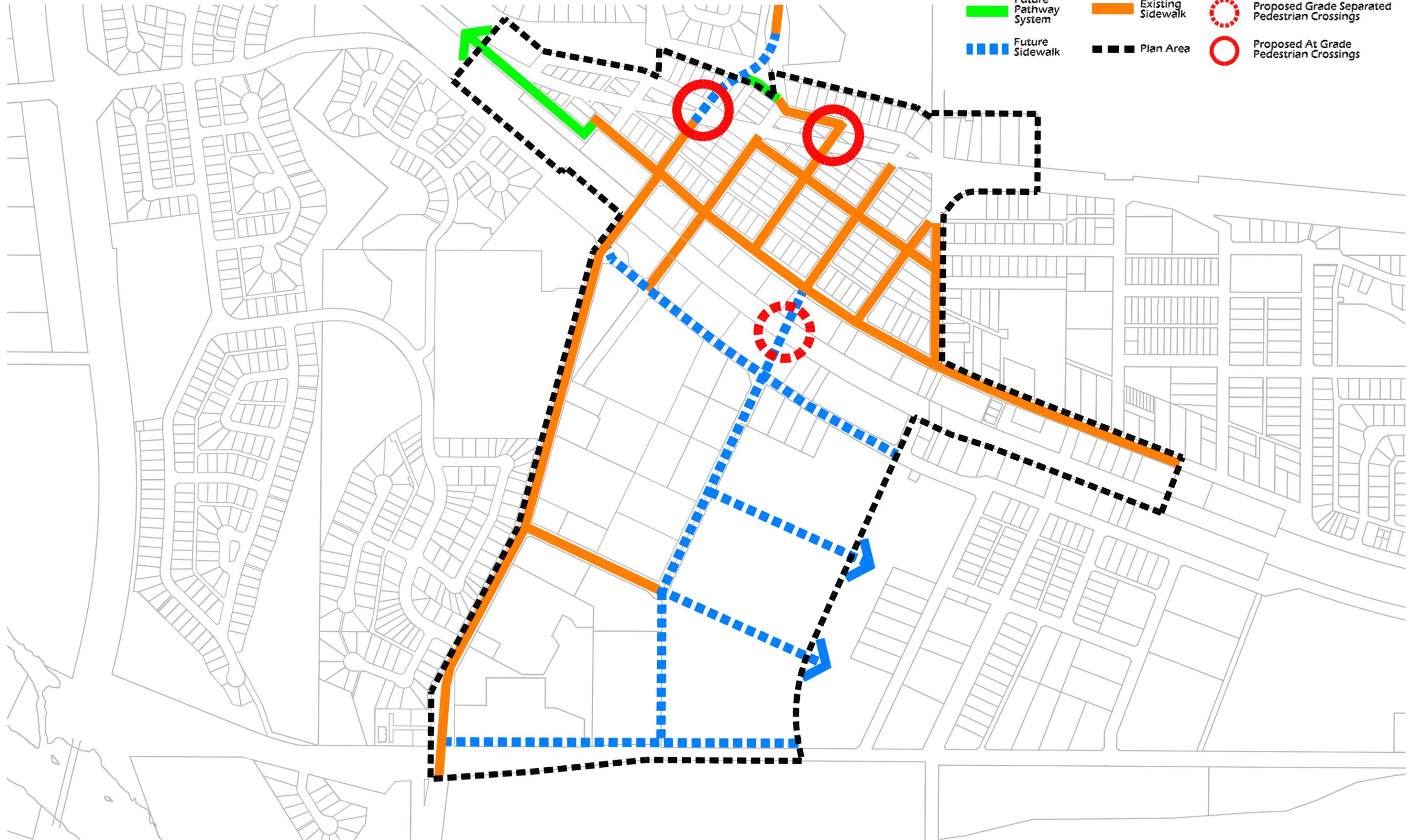
* modified collector standard will need to be established recognizing unique characteristics of each road and adjacent land uses

Proposed transportation network

cochrane downtown area redevelopment plan



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pedestrian network