

# Supporting Report for Proposed Land Use Amendments

# Spring Creek Mountain Village

# Land Use Amendments for Stages 2 & 3

Lot 1, Block 1, Plan 0715055



# Submitted for:

Spring Creek Mountain Village Inc.

By:

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June 12, 2018



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# 1.0 Introduction

# 1.1 Project Location & Background

Spring Creek Mountain Village (SCMV) Stage 3 covers an area of approximately 3.6 hectares of land located immediately south of Stage 2 in the southern portion of the SCMV site. Policeman's Creek and Spring Creek flank the west and eastern boundary of this Stage.

An Area Redevelopment Plan, including Urban Design Guidelines for the entire SCMV site, was approved by Council in 2004 and land use approvals and subdivision have been granted for Stages 1 and 2. Stages 1 and 2 are currently being developed into residential, mixed-use, and commercial/visitor accommodation uses. Detailed planning and design has begun for Stage 3 and as such Stage 3 requires a redesignation from Manufactured Home Park Family Residential District (MHP) to Spring Creek Mountain Village Comprehensive Residential DC District (SCMV-CR).

In addition to the redistricting of Phase 3, several open space/Municipal Reserve parcels within the plan area have been further defined through the detailed design process. These open spaces require redistricting from MHP to Public District. **Figures 1 and 2** illustrate the Spring Creek Mountain Village Land Use Concept and Staging Plan. **Table 1** illustrates the estimated unit breakdown which will be further refined at the development permit stage.





Figure 1: Spring Creek Mountain Village Land Use Concept (ARP)





#### Figure 2: Spring Creek Mountain Village Staging Plan



# 2.0 Proposed Amendments

## 2.1 Stage 3 Land Use Redesignation & SCMV-CR District Amendments

The proposed redesignation includes approximately 3.6 hectares immediately south of the previously approved Spring Creek Mountain Village Stage 2 area. The proposed land use redesignation closely follows the approved land use and transportation pattern set out in the Spring Creek Mountain Village Area Redevelopment Plan. The proposed boundary allows continuity of the public road system between 5th Avenue to the north and Bow Valley Trail to the east using Spring Creek Drive.

Spring Creek Drive acts as a focus for the higher density residential and mixed use residential/commercial uses concentrated towards the central part of the site. East and west of the core the density and building heights diminish. This is continued in Stage 3 of the site, including lower density semi-detached or townhouse style residential units closer to the perimeter and creeks and higher density apartment style uses and mixed commercial residential uses near Spring Creek Drive.

As part of the land use redesignation, the Spring Creek Mountain Village Comprehensive Residential DC District (SCMV-CR) requires amendment to reflect the Stage 3 redesignation. The district amendments are described below and a red-lined version of the district is attached in **Appendix A**.

**Table 1** illustrates the proposed Stage 3 land use breakdown.**Table 2** and **Figure 3** below illustratethe proposed Stage 3 unit type breakdown.**Figure 4** shows the proposed building heights and**Figure 5** illustrates the proposed land use redesignation.

DISTRICT (Stage 3)	AREA ha	AREA ac.
DC-SCMV-CR	2.99	7.39
PD	0.21	0.52
ED	0.25	0.62
TOTAL	3.45	8.53

#### Table 1: Stage 3 Land Use Areas

Note: all areas are approximate

#### Table 2: Stage 3 Estimated Unit Breakdown

Area (HA)	3.45
Residential Units	
Townhouses	27
Condo	133
РАН	10
Live/Work	1
Single Detached	0
Total Residential	171
Local Commercial Street Front (sq. ft.)	0



#### Figure 3: Stage 3 Unit Range and Street Front Uses





#### Figure 4: Stage 3 Building Height





#### **Figure 5: Proposed Land Use Amendments**





#### Summary of SCMV-CR District Revisions

#### 3.27.4 Regulations

- CHANGE: 3.27.4.2 The minimum side yard depth shall be zero, except when adjacent to public space. Then it shall be 1.5m with building design in accordance with Section 3 of the SCMV Landscaping and Architectural Guidelines.
- RATIONALLE: The reduction of the minimum side yard depth to 0m allows additional architectural design flexibility, encourages increased density and provides for consistency in a defined landscaping boundary between public and private realms.
- CHANGE: 3.27.4.5 The front property line of each entire building shall be the principal buildto-line with allowable variations as follows:
  - a. 40% to 75% of the main floor block frontage shall be within 1.5m of the property line.
  - b. A minimum of 25% shall be set back between 1.5m and 3.0m for facade articulation.
  - c. No part of the main floor frontage shall be further than 3.0m from the property line.
  - d. Notwithstanding 3.27.4.5c, entry ways may be exempted from this requirement if they are obvious from the street and are distinct and prominent parts of the building.
- RATIONALE: The added clause allows some flexibility to accommodate architectural variation and interest on the buildings. In previous stages, entrances which are further than the 3m property line setback have been permitted.
- CHANGE: Figure 1: Maximum Building Heights updated map to include Stages 3 and 4. Minor amendments to the height zones have also been made to reduce height in in Stages 3 and 4.
- RATIONALE: Required revision to include Stage 3 building heights in accordance with the SCMV ARP. Stage 4 has been included to show the proposed height for the final stage. Height zones have been reduced as development nears the creek and other residential areas. These reductions are illustrated in Figure 4 of this supporting report.
- CHANGE: 3.27.4.10 The maximum number of residential units for Stages 1 and, 2, and 3 of this District shall be approximately 623 741 units excluding including Perpetually Affordable Housing (PAH) Units and bonus units. For calculation purposes, 2 bedrooms will equal 1 unit for Senior Citizen Housing where the development includes lodge style units with communal dining facilities. Figure 2 shows the unit range for each residential block. The maximum number of residential units within the SCMV site at build out shall be 1050, plus PAH and any related bonus units,



with an absolute total not to exceed 1200 units. The unit ranges are estimates and may vary slightly as detailed designed progresses.

- RATIONALE: Unit count is updated to include Stage 3, and also include PAH and bonus units. The Stage 2 unit counts are also updated to reflect current and proposed counts. The last sentence clarifies that the unit ranges in Figure 2 are estimates as slight variations may occur during the detailed design stage.
- CHANGE: Figure 2: Unit Range and Street Front Uses updated map to include Stage 3 unit range per block and street front uses along Spring Creek Drive and Village Square.
- RATIONALE: Revised to include Stage 3.
- CHANGE: (f) Monitoring of Parking Standards With the land use redesignation for each development stage, the applicant shall may be required to provide a parking survey at the discretion of the Development Authority to monitor parking usage against the standards set out in this district. If a shortfall is identified the Development Authority may require an adjustment to the standards to make up for any identified shortfalls.
- RATIONALE: The wording has been modified to allow more flexibility as to date there has not been a shortage of street parking except for during construction activities and special events such as the Folk Festival, where members of the public park in spring creek. The residential or commercial components have not been an issue to date. This amendment gives the Development Authority the discretion to request a parking survey should the Town feel that it is required.

#### **3.27.5 Additional Requirements**

- CHANGE: 3.27.4.1 Landscape and Architectural Guidelines: The developer shall prepare has prepared landscape and architectural guidelines to be implemented with the Stage one of the development which are registered on the subject titles. These guidelines may be modified as development proceeds but should retain a consistent theme.
- RATIONALE: The developer has already prepared and registered the landscape and architectural guidelines on title so the above policy has been modified to reflect this.
- CHANGE: 3.27.5.3 Perpetual Affordable Housing (PAH): Concurrent with the development of Spring Creek Mountain Village, the developer will make available a minimum of 5% of the maximum number of residential units for this District as PAH units. The provision of these units shall be in accordance with the Town of Canmore PAH Policy. The location of the PAH units should not be concentrated within one or two buildings but distributed throughout the various development stages and buildings. For each PAH unit provided, one additional market unit (a bonus unit) may be provided. PAH units and bonus units provided in this District shall be excluded included in from the 623 741 unit maximum permitted for this District.



(Stages 1, 2, and 3 combined). The SCMV PAH/bonus unit policy will apply in SCMV irrespective of other Town bonus policies that may be adopted from time to time. The protocol for the provision of PAH housing shall be established in an agreement mutually acceptable to the Town and the Developer. This agreement shall include, but is not limited to, the following:

- a) A time frame for the offering of PAH units for sale.
- b) An initial PAH offering period for original (prior to Sept. 28, 2004) SCMV residents.
- c) Employees of Spring Creek Mountain Village
- d) Subsequent PAH offering period for sale to CCHC.
- e) Initial and resale pricing formulas
- f) Phasing of PAH development
- RATIONALE: Revised to include Stage 3 unit counts and reflect the employees of Spring Creek Mountain Village in the provision of PAH housing.
- CHANGE: 3.27.5.7 Roof overhang encroachments up to <u>1m-2.0m</u> beyond the property line into the road Right of Way and Municipal Reserve for <u>block corner</u> architectural elements in <u>Height Zone A (Figure 1)</u>, may be granted where the Development Authority is satisfied that the architectural integrity of the building would be enhanced.
- RATIONALE: Through build out of Stages 1 and 2, roof overhangs of 2m have added to the building design and allowed some flexibility. The Development Authority would still have control over this provision as long as they are satisfied that the architectural integrity of the building would be enhanced. The below rendering of the White Spruce Lodge project illustrates a reverse shed roof overhang style which would be the typical in this situation.

*Rendering of the White Spruce Lodge project (Lot 18) showing reverse shed roof style:* 





- CHANGE: 3.27.5.9 Road System: The road system may include public and private roads. Roads identified as private shall make provision for public access. Utility easements will be provided where necessary. Gated roads shall not be permitted. Figure 3 shows the proposed public and private streets within Stages 1 and, 2, and 3, and the overall Area Redevelopment Plan area. The construction access for this development will be restricted to Spring Creek Gate-Drive - Bow Valley Trail access only.
- RATIONALE: Minor wording revision to include Stage 3.
- CHANGE: Figure 3: Public and Private Streets. Map updated to include Stage 3.
- RATIONALE: Revised to include Stage 3. No change in street layout.

#### 3.27.6 Zone A (Core Area) And Zones B & C (Transition Areas) Design Requirements

- CHANGE: 3.27.6.4 Spring Creek Drive Street Front (excluding Village Square): A minimum 25% of the street level uses shall be Live/Work studios or commercial in Stages 1 and 2. The intent is for Live/Work studios and commercial uses to phase out as development extends south on Spring Creek Gate. This will keep the bulk of commercial services in the vicinity of the village square. To achieve this, Live/Work studios and commercial within Stage 3 is optional in accordance with Figure 2 of this district. The total commercial area at plan build out shall be no more than 1,500 m<sup>2</sup>, excluding Live/Work units.
- RATIONALE: The developer would like to keep the core commercial services in proximity to the village square. Live/work and commercial services will still be an option moving south, away from the village square, however given the recent market demand for these uses, will also provide flexibility for those areas where it is not needed. As per ARP policy 4.8.4, the developer requests that the total commercial area at build out is increased to 1,500 m<sup>2</sup>. This is in consideration that a large area of the commercial capacity is anticipated to be utilised as a Daycare.

#### 3.27.10 Growth Management

- CHANGE: 3.27.10.1 This bylaw will be amended from time to time to include future development Stages. However, this bylaw will not be amended to include further development stages beyond Stage 2 3 before 2014 2021. This requirement is designed to promote the orderly redevelopment of Spring Creek and allow flexibility to reflect changes in market conditions. This requirement supersedes all other previous. requirements for the rate and pace of growth for Spring Creek Mountain Village.
- RATIONALE: The objective of this section was to replace the previous 3 year rolling averages calculation method for growth control to a simpler approach that provides time restrictions for approval of subsequent development stages. This approach will still achieve the objectives of the Town's Growth Management Strategy but will



be simpler to implement and more flexible in fluctuating market conditions. This section was updated to include Stage 3 and a timeframe for the development of Stage 4.

- CHANGE: 3.27.10.2 The Spring Creek Park Connector trail and bridge should be constructed prior to any development of any buildings in Stage 3. No development should occur in Stage 4 until Stage 1 and Stage 2 (residential components) are completed, with the exception of the existing residential Lot 1 in Stage 1 (Legal: 1810013;9;1).
- RATIONALE: Added at the request of Administration to ensure that vehicle and pedestrian flow is maintained prior to development of Stage 3 and to ensure that development onsite occurs in accordance with the phasing plan. The developer will ensure that the Stage 2 residential components are complete however the commercial components may not be completed prior to start of Stage 4.
- CHANGE: 3.27.11 Evaluation Criteria for Previous Stages

Prior to the amendment of this bylaw, the applicant in consultation with the Town of Canmore, shall provide an evaluation of the previous stage of development as part of the application process for the bylaw amendment. This evaluation shall include, but is not limited to, the following:

- a) Architectural and Neighbourhood fit, including heights and setbacks which include any overshadowing of adjacent yards;
- b) A review of the density on the previous stage of development to ensure the appropriateness of the development to the site;
- c) A traffic impact analysis performed through monitoring of the previous stage of development;
- d) Sight lines from within the project as well as from outside the project;
- e) Flow of pedestrian traffic and vehicular traffic on adjacent neighbourhoods into south Canmore and impact on south Canmore residents;
- f) Pedestrian flows in South Canmore Habitat Patch; and,
- g) Review of Discretionary Uses in this District.

This evaluation will be used to guide all future land use amendments and mitigative measures as the project proceeds.

RATIONALE: Section 3.27.11 of the SCMV-CR District requires that prior to amendment of the bylaw, the applicant provides an evaluation of the previous stage of development. This evaluation has been provided below and in the Technical Memorandum (Appendix B) in consultation with the developer, project engineers, and Town Administration.



a. Architectural and Neighbourhood fit, including heights and setbacks which include any overshadowing of adjacent yards;

Development within Spring Creek Mountain Village has followed the building heights as illustrated on Figure 1 of the SCMV-CR District. There was an amendment to Figure 1 of the SCMV-CR district approved by Council in 2013 to provide some variance to building height. The bylaw process involved a public hearing where members of the public could speak towards the amendment. There have been no recorded issues with building height and/or sight lines for buildings within the SCMV-CR district.

b. A review of the density on the previous stage of development to ensure the appropriateness of the development to the site;

**The below table** outlines the current and projected number of residential units (including PAH), and commercial space onsite, which is consistent with the density projected in the SCMV Area Redevelopment Plan. Also included are projections for the remainder of Stages 2, 3 and 4 developments.

Stage	Area (Ha)	SF	т/н	Condo	PAH	Live/Work	Commercial (m²)	Hotel	Tourist Homes	FAR
1	14.4	9	12	204	11	6	249	200	58	1.24
2	5.7	0	38	267	16	7	1,140	0	138	1.13
3	3.5	0	27	133	10	1	0	0	48	
4	4.8	0	60	100	10	0	0	0	50	
Total	28.4	9	137	704	47	14	1,389	200	294	1.19

#### Table 3: SCMV Site Usage Summary

\*Condo unit count excludes PAH and Live/Work units

\*Condo unit count includes Tourist Homes

\*Current residential estimate is 911 units, maximum at build out will not exceed 1200 units

c. A traffic impact analysis performed through monitoring of the previous stage of development;

The projected site generated traffic at Spring Creek Drive based on the Spring Creek Mountain Village Traffic Impact Study completed by Finn Transportation Consultants in 2003, was compared to existing traffic volumes observed to be inbound and outbound from the site at the same intersection. The analysis indicated that the two sets of volumes can be considered almost equivalent, however the observed site generated traffic is lower than the projected traffic levels. The number of projected trips based on data in the Finn study amounts to



112% of the observed site generated trips at the Spring Creek Drive and Main Street intersection in both the AM and PM peak hours.

The observed traffic at Spring Creek Drive to the north also includes traffic generated by the mobile homes currently on the site. However, it is expected that the majority of the mobile home traffic uses the Bow Valley Trail access, as the mobile homes are situated closer to Bow Valley Trail than to Main Street. Notwithstanding, the exclusion of mobile home traffic from the observed traffic data would further lower the observed volume of site generated traffic from Spring Creek Mountain Village, such that the difference in projected traffic levels based on the Finn study is even higher than previously noted.

As such, the Spring Creek Mountain Village site is generating less traffic than expected for this stage of development, assuming an approximately equivalent split of traffic between the two accesses. As current traffic volumes are well below the ASP thresholds, and SCMV is taking appropriate steps to manage traffic, no standalone traffic analysis or reporting is required with this next phase of development, according to the Town's engineering department. SCMV and the Town will continue to monitor traffic volumes. Further information can be found in the Technical Memo in **Appendix B**.

In addition, the developer is working with the Town to develop strategies to minimize vehicle traffic as development continues. Included in this is bicycle shares/bicycle parking, east-west pedestrian/cycle connectors, and a path on the east of the creek.

d. Sight lines from within the project as well as from outside the project;

There have been no recorded issues with building height and/or setbacks within the SCMV-CR district.

e. Flow of pedestrian traffic and vehicular traffic on adjacent neighbourhoods into south Canmore and impact on south Canmore residents;

The existing trailers on the Spring Creek site block access to South Canmore. This will be re-evaluated at the Stage 4 development. To date, there have been no complaints or concerns regarding pedestrian traffic into adjacent neighbourhoods. In fact, much of the pedestrian flow has been into Spring Creek from South Canmore.

f. Pedestrian flows in South Canmore Habitat Patch; and,

See comment (e) above.



g. Review of Discretionary Uses in this District.

There are no anticipated changes to the permitted or discretionary uses within the district. No issues have been identified by the Town or developer in terms of the permitted or discretionary uses.

- CHANGE: 3.27.14 Schedule A The following Schedule A shows the location of this District
- RATIONALE: Section 3.27.14 has been added to the district to clearly define the boundaries of the district.

#### 2.2 Public District Amendments

**Figure 5** illustrates the proposed Public District (PD) redesignations in accordance with the approved Area Redevelopment Plan. As detailed design moves forward on the Spring Creek lands minor amendments to existing and future PD lands are necessary in order to achieve a logical, interconnected open space and trail network within the development. Figure 5 illustrates these minor adjustments to current PD parcels and the new Stage 3 Public District redesignations. There is currently a deferred reserve caveat an title for the entire Spring Creek development. As reserve land is allocated, this deferred reserve caveat is reduced accordingly. The amendments to PD parcels are also detailed in **Table 4** below.

DISTRICT	Area (Ha)	Area (Ac)
From MHP to PD (Stage 3)	0.21	0.52
From SCMV-CR to PD (Stage 2)	0.10	0.25
From PD to SCMV-CR (Stage 2)	0.01	0.02

#### Table 4: Public District Land Use Amendments

# 3.0 Policy Framework

## 3.1 Town of Canmore Municipal Development Plan

Map 2: Conceptual Land Use of the Town of Canmore Municipal Development Plan identifies the area as Neighbourhood Residential. Specific policies regarding the Spring Creek Mountain Village site are listed in the Spring Creek Mountain Village Area Redevelopment Plan as outlined in Section 3.2 below.



## 3.2 Spring Creek Mountain Village Area Redevelopment Plan

The Spring Creek Mountain Village Area Redevelopment Plan provides a framework for future subdivision and development within Spring Creek. The plan was approved in 2004 and since then has gone through several amendments. The below sections outline relevant ARP policies for residential development and open spaces/trails.

#### **Residential Development**

Section 4.7 of the ARP outlines objectives for residential development within Spring Creek, which is to provide a range of housing choices for different age groups and income levels with an emphasis on a more compact urban form. To this end the plan encourages attached housing forms including a variety of apartment and townhouse styles with some single family and semi-detached homes accommodated in select areas. The proposed housing type for Stage 3 is apartments and town homes, which is in alignment with the land uses set out in Figure 3: Land Use Concept of the SCMV ARP. A portion of the residential units along Spring Creek Drive have the option of containing Live/work studios.

#### **Open Space and Trails**

Section 4.9 of the ARP and Figure 7 Open Space and Trails, provide guidelines for open space development within Spring Creek including municipal reserve, private open space, and a trail network. As stated on page 28 of the ARP:

The open space policies are designed to ensure that important natural areas are preserved and that the new development areas are served by a diversity of active and passive open spaces linked with a comprehensive trail system.

With respect to municipal reserve lands, the ARP states the below:

4.9.2 Municipal Reserves: Except were Municipal Reserve dedication has already been provided or adjustments for deferred reserve caveats are required, 15 percent of the developable land (or equivalent park improvements) shall be established as Municipal Reserve. The allocation of Municipal Reserve in each phase may be greater or less than 15 percent provided the overall requirement is provided. The distribution of Municipal Reserve shall generally be as shown on the Open Space and Trails Plan Figure 7.

The minor amendments/Public District adjustments in Stages 2 and 3 are illustrated in Figure 6 on the following page. The original 'ARP Figure 7' is illustrated as Figure 7. The proposed minor amendments are in line with the general intent of the SCMV ARP open space policies and with the Municipal Reserve distribution shown within the SCMV ARP and as such an amendment to the ARP document is not anticipated.





Figure 6: Amendments Illustrated on ARP Figure 7 - Open Space and Trails





#### Figure 7: Existing ARP Figure 7 - Open Space and Trails



# 3.3 Conceptual Open Space Plan Extension

A conceptual Open Space Plan Extension was prepared by IBI Group for Spring Creek Mountain Village. The plan is an update to the 2005 Open Space Plan. The plan details open space and trail connections for the entire site. The open space plan addresses plant material, site furnishings, irrigation, artwork, signage, and rest stops. Included in Stage 3 are details on Creekside perimeter trails, South Creekside park links, Spring Creek Drive Bridge Entry Parks (Bow Valley Trail access), and Spring Creek Drive median landscaping. The Conceptual Open Space Plan Extension can be found in Appendix C.

# 3.4 Sustainability Screening Report

As part of the land use bylaw amendment process a Sustainability Screening Report is required by the Town of Canmore. As such a Sustainability Screening report has been prepared for the above amendments and included in this submission.

# 4.0 Closing

The proposed land use amendments follow the land use pattern outlined in the Spring Creek Mountain Village Area Redevelopment Plan. As each stage progresses through detailed design and subdivision, land use bylaw amendments are necessary to progress the development according to the overall vision set out in the ARP which is to create a distinct new urban neighbourhood with a variety of residential, commercial and open space land uses within a pedestrian orientated street network.

# Appendix A

SCMV-CR District Amendments (red-lined)

# 3.27 SCMV-CR - Spring Creek Mountain Village Comprehensive Residential DC District [ 22(Z)2009]

#### 3.27.1 Purpose

To provide for the development of a comprehensively designed predominantly residential pedestrian urban neighbourhood that will accommodate a variety of residential dwelling types and mixed use buildings (including limited commercial components) with a high standard of appearance and landscaping. The district will include clearly identifiable street types, development blocks and open space components following the pedestrian orientated design principles set out in the Spring Creek Mountain Village Area Redevelopment Plan and Urban Design Guidelines.

#### 3.27.2 Permitted Uses

Apartments Duplex and Semi-detached Dwellings Employee Housing Home Occupations - Class 1 Long-Term Care Facility Public Utilities Parks and Playgrounds Seniors Housing/Supportive Living Facility Stacked Townhouses Townhouses

#### 3.27.3 Discretionary Uses

3.27.3.1 Discretionary Uses in All areas: Accessory Development **Day Care Facilities** Public and Quasi-Public Buildings Signs, Awnings and Canopies Tourist Homes (to a maximum 300 in the ARP area) Discretionary Uses Street Level, Spring Creek Drive and Village Square Only: Athletic and recreational facilities Arts and crafts studios Cultural establishments Daycare facilities Drinking establishments Convenience stores Eating establishments Liquor stores (maximum gross floor area 75m<sup>2</sup>) Live/work studios Medical clinics Offices Personal service business Retail Stores (maximum gross floor area 75m<sup>2</sup>)

#### 3.27.4 Regulations

- 3.27.4.1 The minimum site area shall be 500.0m<sup>2</sup>
- 3.27.4.2 The minimum side yard depth shall be zero, except when adjacent to public space. Then it shall be 1.5m with building design in accordance with Section 3 of the SCMV Landscaping and Architectural Guidelines.
- 3.27.4.3 The minimum rear yard depth for development backing onto Spring Creek or Policeman's Creek shall be 6.0m.
- 3.27.4.4 The minimum setback for buildings backing onto Spring Creek or Policeman's Creek shall be 20.0 metres, measured from the creek bank.
- 3.27.4.5 The front property line of each entire building shall be the principal build-to-line with allowable variations as follows:
  - a. 40% to 75% of the main floor block frontage shall be within 1.5m of the property line.
  - b. A minimum of 25% shall be set back between 1.5m and 3.0m for facade articulation.
  - <u>c.</u> No part of the main floor frontage shall be further than 3.0m from the property line.
  - e.d. Notwithstanding 3.27.4.5c, entry ways may be exempted from this requirement if they are obvious from the street and are distinct and prominent parts of the building.
- 3.27.4.6 Mews streets shall have a minimum driving lane width of 6.5m. The impact of garage doors should be minimized by varying door setbacks, size, design, textures and colours of finish materials in accordance with Section 8 of the SCMV Landscaping and Architectural Guidelines. The minimum building setback for any building fronting onto a Mews street shall be 1.0m from the designated driving lane.

For units with individual garages backing onto either Spring Creek or Policeman's Creek the driveways must have a minimum length of 6.0m to accommodate a second vehicular parking space. Where a double garage is provided, driveways may be less than 6.0m. The front of buildings shall be setback a minimum of 2.0m and a maximum of 6.0m from the designated driving lane.

- 3.27.4.7 All sides of a building that front a public street shall be considered front property lines.
- 3.27.4.8 Maximum building heights within the Direct Control Spring Creek Mountain Village Comprehensive Residential District shall be in accordance with Figure 1.

Zone A maximum height 16.0 metres (4½ Storeys) Zone B maximum height 14.0 metres (3½ Storeys) Zone C Maximum height 12.0 metres (2½ Storeys) Zone D maximum height 9.5 metres (2½ Storeys)

- 3.27.4.9 Maximum building height shall be measured from the finished grades established in an approved site-regrading plan to the roof ridge line. Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow for additional roof articulation. The allowable variances are:
  - a. Height Zones A, B and C: 20 percent of the building may exceed the maximum height by up to 10 percent and 5% of the building may exceed the maximum height by up to 20%.
  - b. Height Zone D: 10 percent of the building may exceed the maximum height by up to 10 percent.

#### Figure 1. Maximum Building Heights



3.27.4.10 The maximum number of residential units for Stages 1-and, 2, and 3 of this District shall be <u>approximately 623-741 units excluding including</u> Perpetually Affordable Housing (PAH) Units and bonus units. For calculation purposes, 2 bedrooms will equal 1 unit for Senior Citizen Housing where the development includes lodge style units with communal dining facilities. Figure 2 shows the unit range for each residential block. The maximum number of residential units within the SCMV site at build out shall be 1050, plus PAH and any related bonus units, with an absolute total not to exceed 1200 units. The unit ranges are estimates and may vary slightly as detailed designed progresses.

Figure 2. Unit Range and Street Front Uses



SPRING CREEK MOUNTAIN VILLAGE Figure 2: UNIT RANGE AND STREET FRONT USES

#### 3.27.4.11 Parking, Loading and Storage:

Residential Units and Tourist Homes will be served by structured parking within each building block. Townhouses and single family units will have private spaces typically garages. Due to the abundance of street parking available on Spring Creek Drive, street front commercial uses will be permitted to use the public streets for their parking requirements. Live/work studios and convertible space along Spring Creek Drive will be treated in a similar way to residential apartments typically with structured parking for the residential component and street parking for the visitor/commercial component. Section 4.3, General Regulations will apply except for the following:

Parking Spaces:

a. Residential Apartments, Town Homes, Tourist Homes and Live/Work Studios

		Type of parking
	0.75 per studio (bed-sitting-room)	Private on-site
	1.0 per 1-bedroom unit	Private on-site
	1.5 per 2-bedroom unit	Private on-site
	2.0 per 3 or 4 bedroom unit	Private on-site
	0.5 each additional bedroom above 4	Private on-site
	0.15 visitor parking per dwelling unit	Private on-site
b.	Residential PAH	
	1 per unit	Private on-site
c.	Spring Creek Drive Commercial	
	1.0 per 46 m <sup>2</sup>	On public street

- Loading Spaces
   All loading spaces related to residential apartments and street front commercial will be permitted on-street.
- e. Parking Review at Development Permit Stage Parking availability for commercial uses shall be reviewed with each related development permit to ensure adequate on-street parking is available. A Parking Management Plan may be required, at the discretion of the Town of Canmore, for the on-street parking located on the public road.
- f. Monitoring of Parking Standards With the land use redesignation for each development stage, the applicant shall-may be required to provide a parking survey at the discretion of the Development Authority to monitor parking usage against the standards set out in this district. If a shortfall is identified the Development -Authority may require an adjustment to the standards to make up for any identified shortfalls.

#### 3.27.5 Additional Requirements

- 3.27.5.1 Landscape and Architectural Guidelines: The developer <u>hasshall</u> prepare<u>d</u> landscape and architectural guidelines to be implemented with the Stage 1 of the development<u>which are</u> registered on the subject titles. These guidelines may be modified as development proceeds but should retain a consistent theme.
- 3.27.5.2 Floor Area Ratio (FAR): The maximum FAR shall be in accordance with the policy statements contained within the Spring Creek Mountain Village Area Redevelopment Plan, September 2004. The overall FAR for the Spring Creek Mountain Village ARP area shall not exceed an overall average of 1.65. The FAR calculation is based on the net developable area, which excludes creeks, ER, MR, residents' association open space and public roads.

- 3.27.5.3 Perpetual Affordable Housing (PAH): Concurrent with the development of Spring Creek Mountain Village, the developer will make available a minimum of 5% of the maximum number of residential units for this District as PAH units. The provision of these units shall be in accordance with the Town of Canmore PAH Policy. The location of the PAH units should not be concentrated within one or two buildings but distributed throughout the various development stages and buildings. For each PAH unit provided, one additional market unit (a bonus unit) may be provided. PAH units and bonus units provided in this District shall be <u>excluded included in from</u> the <u>623-741</u> unit maximum permitted for this District. (Stages 1-and, 2, and 3 combined). The SCMV PAH/bonus unit policy will apply in SCMV irrespective of other Town bonus policies that may be adopted from time to time. The protocol for the provision of PAH housing shall be established in an agreement mutually acceptable to the Town and the Developer. This agreement shall include, but is not limited to, the following:
  - a. A time frame for the offering of PAH units for sale.
  - b. An initial PAH offering period for original (prior to Sept. 28, 2004) SCMV residents.
  - b.c. Employees of Spring Creek Mountain Village
  - c.d. Subsequent PAH offering period for sale to CCHC.
  - d.e. Initial and resale pricing formulas
  - e.f. Phasing of PAH development
- 3.27.5.4 Live/Work Studios: Live/work studios are Discretionary Uses and shall be restricted to street level locations for the studio part of the unit along Spring Creek Drive and the Village Square. A Live/Work studio is a residential unit, which also permits the street front ground floor portion of the unit to be used by the resident of the unit for their own personal commercial purpose. These Discretionary Uses may include business activities such as work or craft studios with direct sales to the general public, personal services, professional services, home office or other businesses where residents can work from their home and have public street frontage. Live/work studios shall be identified at the development permit stage and require that the residential portion of the unit be occupied by the owner or an employee of ancillary business.
- 3.27.5.5 Pedestrian Scale: Building design shall be orientated to a community pedestrian scale and integrated into a comprehensive open space and trail network as shown in Figure 7 of the approved Area Redevelopment Plan.
- 3.27.5.6 Roof Design: Roof design shall reflect the direction provided in the Landscape and Architectural Guidelines and support the function, architectural requirement and tradition of providing sheltering roofs in a mountain environment. Roof lines shall be articulated and larger structures shall incorporate a cascade of roofs to break up massing and add visual interest. Minimum roof pitch shall be 8:12 for all visible portions of the roof and dormers. Lower roof slopes may be used, at the discretion of the Development Authority, and without a variance requirement, when this does not significantly add to the mass of the building.
- 3.27.5.7 Roof overhang encroachments up to <u>12</u>.0m beyond the property line into the road Right of Way<u>and Municipal Reserve</u>-for <del>block corner</del> architectural elements in Height Zone A (Figure 1), may be granted where the Development Authority is satisfied that the architectural integrity of the building would be enhanced.
- 3.27.5.8 Building Massing: Lower, less dense development shall be located within the identified Fringe Area (Zone D) with increasing massing through the Transition Areas (Zones C&B) to the higher density Core Area (Zone A).

**3.27.5.9** Road System: The road system may include public and private roads. Roads identified as private shall make provision for public access. Utility easements will be provided where necessary. Gated roads shall not be permitted. Figure 3 shows the proposed public and private streets within Stages 1-and, 2, and 3, and the overall Area Redevelopment Plan area. The construction access for this development will be restricted to Spring Creek Gate Drive – Bow Valley Trail access only.





- 3.27.5.10 Building Materials and Exterior Colours: Building materials and exterior colours shall be in accordance with Section 9, Community Architectural and Urban Design Standards, of the Land Use Bylaw.
- 3.27.5.11 Landscaping: Landscaping design and materials shall be in accordance with Section 4 of the Spring Creek Mountain Village Landscape and Architectural Guidelines.
- 3.27.5.12 Signage, Canopies and Awnings: Signage, canopies and awnings shall be in accordance with Section 10, Signage Standards and Regulations, of the Land Use Bylaw.

#### 3.27.6 Zone A (Core Area) and Zones B&C (Transition Areas) Design Requirements

- 3.27.6.1 Block Creation: All buildings shall front onto the streets creating defined 'blocks'.
- 3.27.6.2 Street Access: Wherever possible, main floor units shall have street access and addresses.
- 3.27.6.3 Block Interior Space: A minimum of 25% of the interior space of each block shall be contiguous, well-programmed and landscaped open space.
- 3.27.6.4 Spring Creek Drive Street Front (excluding Village Square): A minimum 25% of the street level uses shall be Live/Work studios or commercial in <u>Stages 1 and 2</u>. The intent is for Live/Work studios and commercial uses to phase out as development extends south on Spring Creek Gate. This will keep the bulk of commercial services in the vicinity of the village square. To achieve this, Live/Work studios and commercial within Stage 3 is optional in accordance with Figure 2 of this district. The total commercial area at plan build out shall be no more than 1,500 m<sup>2</sup>, excluding Live/Work units.
- 3.27.6.5 Village Square: Commercial and Live Work studios shall comprise 75% to 100% of the street level frontage of the Village Square.

#### 3.27.7 Tourist Homes

The number of Tourist Homes shall not exceed 300 units within the entire ARP area. They shall be located within identified floors within apartment buildings. Tourist Home locations shall be identified by the developer at the Development permit stage. Tourist Home permits will not be considered for units designated as employee or perpetually affordable housing.

#### 3.27.8 Wellhead Protection

Developments in this district shall conform to the Section 5.2, Wellhead Protection Area Regulations, of the Land Use Bylaw.

#### 3.27.9 Environmental Considerations

The environmental policies identified in the Spring Creek Mountain Village Area Redevelopment Plan, Section 4.3, shall be implemented with each stage of development. The implementation process shall include as part of the subdivision servicing agreement the following plans:

- a. Construction Management Plan
- b. Creek Bank Reclamation Plan
- c. Landscaping Plan

#### 3.27.10 Growth Management

3.27.10.1 This bylaw will be amended from time to time to include future development Stages. However, this bylaw will not be amended to include further development stages beyond Stage 2-3 before 20142021. This requirement is designed to promote the orderly redevelopment of Spring Creek Mountain Village consistent with the Town of Canmore's Growth Management Strategy and allow flexibility to reflect changes in market conditions. This requirement supersedes all other previous requirements for the rate and pace of growth for Spring Creek Mountain Village.

 3.27.10.2
 The Spring Creek Park Connector trail and bridge should be constructed prior to any

 development of any buildings in Stage 3.
 No development should occur in Stage 4 until

 Stage 1 and Stage 2 (residential components) are completed, with the exception of the existing residential Lot 1 in Stage 1 (Legal: 1810013;9;1)

#### 3.27.11 Evaluation Criteria for Previous Stages

Prior to the amendment of this bylaw, the applicant in consultation with the Town of Canmore, shall provide an evaluation of the previous stage of development as part of the application process for the bylaw amendment. This evaluation shall include, but is not limited to, the following:

- a. Architectural and Neighbourhood fit, including heights and setbacks which include any overshadowing of adjacent yards;
- b. A review of the density on the previous stage of development to ensure the appropriateness of the development to the site;
- c. A traffic impact analysis performed through monitoring of the previous stage of development;
- d. Sight lines from within the project as well as from outside the project;
- e. Flow of pedestrian traffic and vehicular traffic on adjacent neighbourhoods into south Canmore and impact on south Canmore residents;
- f. Pedestrian flows in South Canmore Habitat Patch; and,
- g. Review of Discretionary Uses in this District.

This evaluation will be used to guide all future land use amendments and mitigative measures as the project proceeds.

#### 3.27.12 Development Authority

The Council of the Town of Canmore shall be the Development Authority for any application that involves a variance to heights beyond the height variances listed in Section 4)i) of this District. The Development Authority for all other applications shall be either the Development Officer or the Canmore Planning Commission.

#### 3.27.13 Sustainability Screening Report

A Sustainability Screening Report is required by the Town as part of the Development Permit application process for developments with a GFA of 500m<sup>2</sup> or more in accordance with Section 1, Administration, and the Town of Canmore Sustainability Screening Process.

#### 3.27.14 Schedule A

The following Schedule A shows the location of this District



SCHEDULE A DC-SCMV-CR LAND USE DISTRICT LOCATION

LEGEND

LAND USE DISTRICTS

\_\_\_\_ LOT BOUNDARIES

# Appendix B

Technical Memorandum



TECHNICAL MEMORANDUM

McElhanney Consulting Services Ltd. #203 - 502 Bow Valley Trail Canmore, AB, T1W 1N9 Tel: (403) 609 - 3992 www.mcelhanney.com

Spring Creek Mountain Village	Infrastructure 50% Review
Date:	June 15, 2018
Our Reference:	2531-11515

To: Frank Kernick, President

Spring Creek Mountain Village

From: Sharon Mao, P.Eng. Project Engineer, Municipal Engineering McElhanney Consulting Services Ltd.

#### 1.0 Introduction

McElhanney was retained by Spring Creek Mountain Village (SCMV) to provide engineering services for the redevelopment of an existing trailer park into an approximately 1050-unit development. As the redevelopment proceeds, the existing private utilities shall be phased out and replaced with systems that are connected to public infrastructure, and meet Town of Canmore standards.

The development is approximately at the halfway point having completed the first two (of four) stages of construction. The following provides an overview of the status of the infrastructure of the development in comparison to the Technical Report of the Spring Creek Mountain Village Area Redevelopment Plan (ARP), 2005.

#### 2.0 Traffic Generation

A comparison of current traffic levels to forecasted trip generation assumptions isn't straightforward based on the analysis carried out in the <u>Spring Creek Mountain Village Traffic Impact Study</u> completed by Finn Transportation Consultants in 2003 in support of the ARP. This is because the study did not analyze an interim horizon at the half way mark of full buildout to compare to present day traffic levels.

#### 2.1 Analysis Methodology

As an alternative means of comparison, the full buildout trip generation data from the Finn study was extrapolated to estimate the proportion of full buildout traffic volumes that would be present upon the buildout of Stage 2. These volumes were assumed to represent present-day buildout conditions, and compared to existing traffic levels observed at the intersection. The existing traffic volumes at the intersection of Spring Creek Drive and Main Street were counted in August 2016, and the turning movement volumes between Main Street and Spring Creek Drive were assumed to be comparable to the site-generated traffic for the Stage 2 horizon.



It should be noted that the existing volume data observed at the intersection also includes traffic generated by mobile homes that are currently present on the site (116 units as per the Stage 2 buildout assumptions in the Finn study) and expected to be demolished in subsequent project phases. The observed traffic volumes therefore provide a conservative estimate of Stage 2 traffic generation from Spring Creek Mountain Village, as traffic associated with the mobile homes was not netted out of the site generated traffic prior to comparison with future traffic projections.

#### 2.1 Assumptions

Because Spring Creek Mountain Village has two access points (Spring Creek Drive from Main Street and Spring Creek Drive from Bow Valley Trail (BVT), the site generated traffic was assumed to be split approximately equally between the two accesses. The study completed by Finn corroborated this assumption, as a split of 47%/53% of traffic was assumed to use each of the Main Street and BVT accesses respectively in the AM peak hour. However, in the PM peak hour, the Finn study assumed a split of 32% of the site generated traffic for Main Street access, and 68% for BVT access.

For analysis purposes, the AM peak hour assumptions in the Finn study were assumed for present-day conditions, resulting in a 47%/53% split of traffic between Main Street access and BVT access, respectively. As such, the existing volume using Main Street access was assumed to be approximately half of the total site generated traffic for Stage 2 of Spring Creek Mountain Village. It should be noted that a higher degree of accuracy in this analysis could be achieved if existing count data was available at the Spring Creek Drive and BVT intersection.

#### 2.2 Conclusions on Traffic Generation

The projected site generated traffic at Main Street access based on the Finn study was compared to existing traffic volumes observed to be inbound and outbound from the site at the same intersection. The analysis indicated that the two sets of volumes can be considered almost equivalent, however the observed site generated traffic is lower than the projected traffic levels. The number of projected trips based on data in the Finn study amounts to 112% of the observed site generated trips at the Main Street intersection in both the AM and PM peak hours.

As mentioned, the observed traffic at Main Street access also includes traffic generated by the mobile homes currently on the site. However, it is expected that the majority of the mobile home traffic uses the BVT access, as the mobile homes are situated closer to BVT than to Main Street. Notwithstanding, the exclusion of mobile home traffic from the observed traffic data would further lower the observed volume of site generated traffic from Spring Creek Mountain Village, such that the difference in projected traffic levels based on the Finn study is even higher than previously noted.

As such, the Spring Creek Mountain Village site is generating less traffic than expected for this stage of development, assuming an approximately equivalent split of traffic between the two accesses.



#### 3.0 Site Services

#### 3.1 Water Distribution System

The water distribution system constructed in Stage 1 & 2 of the SCMV redevelopment includes loop between the watermain on Spring Creek Drive at the north entrance to the current SCMV development through existing 450mm watermain running through the north end of the site to the 200mm watermain entering the site through Willow Pointe. The following infrastructure was proposed for Stage 1 & 2 (see sketch 50% Watermain):

#### Constructed:

- A 300mm watermain was tied into the existing 450mm watermain and installed on Spring Creek Drive. It was extended south along Spring Creek Drive and will eventually be connected to the 150mm watermain installed in Stage 1 that crosses Policeman's Creek at the vehicle bridge. This connection will be completed in the Spring Creek Drive extension phase.
- A 250mm watermain was tied into the existing 450mm watermain and extended north on Spring Creek Drive to service development at the north end.
- As part of the Town of Canmore Spring Creek Entrance project, a 250mm watermain is installed to replace the existing 150mm watermain and connecting to existing watermain on Main Street at north boundary of the development. This modification was required by the Town of Canmore according to their firewater looping requirement. The 250mm watermain was then connected to the development at the northern property boundary. The design of tie-in to the existing 150mm watermain as per SCMV Water Master Plan (2005) was deemed to be sufficient for the redevelopment, therefore the change to 250mm does not pose any negative impact for the development.
- A 150mm watermain was installed as a connection to the existing internal water system to ensure the interim looping.
- A 200mm watermain was tied into the existing 450mm watermain on the West Mews road and extended south along with a connection made at the existing 150mm watermain during Stage 2 Phase 2.

#### *Future installation – Spring of 2018 (as part of the Spring Creek Drive Extension):*

- The 300mm watermain on Spring Creek Drive will be extended south and will eventually be connected to the 150mm watermain installed in Stage 1 that crosses Policeman's Creek at the vehicle bridge. This connection will be completed in the Spring Creek Drive extension phase.
- Multiple water service stubs will be installed to future lots.
- Portions of the existing water services within the trailer park shall continue to be abandoned as part of Phase 2. This will be accomplished by relocating bulk metering stations, installing plugs, and abandoning sections of the water service lines.

The installed infrastructure forms the looping of the watermain as intended and were consistent with the water distribution system design outlined in the master plan.



#### 3.2 Sanitary Sewers

All the sanitary services in Stage 1 and 2 were designed based on the SCMV Sanitary Master Plan prepared in August 2005 as part of the ARP. The development is serviced through a combination of gravity and low-pressure sewer systems and ultimately be divided into two major sanitary sewer catchments: SC1 (North) and SC2 (South). The following infrastructure was proposed as part of the sanitary system for Stage 1 & 2 (see sketch 50% Sanitary Sewer):

#### Constructed:

- For Stage 1, a 250mm gravity sewer was installed to drain the northern sewer catchment to the existing Lift Station #2. This gravity system will handle the sewage flow generated from all the buildings at the north end of the site.
- A low-pressure sewer system was established to connect to the existing 200mm forcemain crossing Spring Creek. This temporary sewer connection was utilized to service Creekstone Mountain Village and stage 2 phase 2.
- New Lift Station 2A on Spring Creek Drive was put into service in the fall of 2007. Gravity sewer lines and forcemains were installed to the east boundary of Stage 2 as part of the construction in Stage 1 Phase 1. This includes the connection to the lift station 2A and the crossing of Policeman's Creek.
- A new 250mm forcemain was installed near the center of the development connecting the stub under Policeman's Creek at the vehicle bridge and tied into the existing 450mm sanitary sewer at Willow Pointe.

#### *Future installation – Spring of 2018 (as part of the Spring Creek Drive Extension):*

- A new gravity sewer will be installed and extended from White Spruce Lodge to Spring Creek Drive. The gravity sewer will be extended to connect with the stub on the west side of the Policeman's Creek, and will ultimately handle the sewer from remaining part of the development site to the new Lift Station 2A crossing.
- Multiple sanitary service stubs will be installed to future lots.
- Gravity sewer service is possible to apartment style buildings fronting on Spring Creek Drive. The remaining areas, typically backing onto either Policeman's or Spring Creek will be serviced by a low-pressure sewer system. A series of E-One grinder pumps (or approved equals) are used to service each block of units.
- As redevelopment progresses, portions of the existing private sanitary services within the trailer park were abandoned through the systematic and planned removal of lift stations and associated gravity and low-pressure sewer forcemain service lines.
- Once the above connection is completed, the temporary sewer forcemain connection will be removed for Phases 1 and 2, and for the existing Creekstone Mountain Village. A new forcemain will be constructed to connect to the new 300mm gravity sewer at the intersection of Spring Creek Drive and Spring Creek Gate

The installed sanitary infrastructure for Stage 1 & 2 are consistent with the SCMV Sanitary Master Plan.



#### 3.3 Stormwater Management Plan and Site Grading

The Stormwater Management Plan (SWMP) for stage 1 and 2 are designed to accommodate the 1:100 year 1-hour design storm as per Alberta Environment and Town of Canmore guidelines, as well as the SCMV ARP. The system uses a combination of overland drainage and infiltration facilities within a series of independent storm catchments in the development. The treatment was provided by using Oil and Grit Separator (OGS) to remove contaminants from the stormwater runoff prior to discharge into the infiltration facilities. Bioretention and biofiltration system were also incorporated to achieve the required treatment using vegetation and natural processes. Overflow emergency spill channels into Policeman's Creek or Spring Creek are provided and sized to provide major drainage routes for events greater than the 1 hour 1:100year storm. For the most part, stormwater runoff generated within the property lines of the proposed buildings (private property) will be handled onsite. However, depending on roof lines for the buildings, there may be some onsite runoff onto the streets. Please note that all runoff is accommodated within the overall development prior to any emergency spill to the waterways adjacent to the development. Runoff infiltrated onsite from roof and landscape areas will not require treatment. Any existing storm infrastructure will be removed and/or abandoned. Efforts will be made to reuse the materials onsite whenever possible.

One change that was made at the beginning of Stage 2 relates to the proposed slab grade for buildings that will have parkades. During the flooding of 2013, the existing parkades in Stage 1 contained water. While this was anticipated and designed for, it was a nuisance for residents. As such, it is proposed that the grades previously proposed for Stage 2, 3 and 4 be raised by 0.3m to reduce the potential for parkades to have nuisance ponding during and high groundwater events. This change has no impact on the building envelope approved by the Town as all finished grades would move up accordingly. The effective building height will be unchanged. This change has previously been discussed and approved by the Town for recent development permits (Stage 2 Phase 2 for example).

#### 4.0 Summary & Closure

The deep utilities and stormwater management system installed for Stage 1 & 2 are consistent with the ARP previously approved of SCMV. Master planning is underway for design of all utilities for Stage 3 and 4. Spring Creek Mountain Village site is generating less traffic than expected for this stage of development, relative to the projections within the Traffic Impact Study completed in support of the ARP.

This Technical Memo has been prepared by McElhanney Consulting Services Ltd. at the request of the Town of Canmore. The information and data contained herein represent MCSL's best professional judgment in light of the knowledge and information available to MCSL at the time of preparation. Except as required by law, this memo and the information and data contained herein are to be treated as confidential and may be used and relied upon only by the client, its officers, and employees.

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Prepared By:



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APEGA Permit to Practice No. P6383

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SPRING CREEK MOUNTAIN VILLAGE





# Appendix C

Conceptual Open Space Plan Extension



# Conceptual Open Space Plan Extension

Submitted to Spring Creek Mountain Village by IBI Group October 2017 | #112035

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APPENDIX



IBI

Spring Creek

CONCEPTUAL OPEN SPACE PLAN EXTENSION

#### 2017 CONCEPTUAL OPEN SPACE PLAN EXTENSION

This plan for the open space for the future phases of Spring Creek Mountain Village is intended to be an amendment to the 2005 Conceptual Open Space and Riparian Restoration plan.

The initial plan was a guideline for the initial phases of Spring Creek Mountain Village Development. The future phases are an update to the guidelines of 2005 plan. The numbers on this 2017 plan references the open space units in this 2017 report.





# Creekside Perimeter ER

The Creekside Perimeter Environmental Reserve (ER) and trails will continue development as described in the 2005 report and match the existing development ERs. Updates to the 2005 report include:

- All plant material will adhere to the Town of Canmore current approved plant list for Environmental Reserves (ER).
- Due to current problems with drainage and ice on trails; the trail surface will slope towards the creek.



ER Adjacent to Waterfront Park



ER Adjacent to Cambrian Streamside Villas

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1





# Creekside Park – Block 8 – Lot 2 MR

A series of small parks connects the urban streetscape at each block to the perimeter creekside trail system. This park is one of these in this system.

This park will welcome visitors and residents to Spring Creek Mountain Village and demonstrate the interaction between the natural and urban environments.

#### **OPEN SPACE AMENITIES:**

## 2.1 Plant Material

- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas.
- Additional planting adjacent to hotel to be coordinated with hotel site design and screen the side elevation of the hotel.
- Small maintained lawn area with boulder bench wall semi-circle.
- Seed mix as per Town of Canmore natural area seed mix.
- Tree and shrub species as per Town of Canmore guidelines.

# 2.2 Irrigation

- Watering to establish planting.
- Irrigation in MR.

## 2.3 Site Furnishings

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry point to the trail system.
- Lighting. No site lighting in MR areas.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village property markers at all property corners.

#### 2.4 Trails

- Trailhead to connect with Spring Creek Drive pedestrian surfacing.
- Provide a continuous gravel trail to connect the ER trail with the urban sidewalk system.
- Trail surface will delineate and protect natural areas.

## 2.5 Signage

- Spring Creek Mountain Village welcome sign complete with lighting complimentary to the natural setting.
- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Sign to restrict bicycle traffic at this entry to perimeter trail.

## 2.6 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Rock bench wall semi-circle at grass and natural area interface.

Spring Creek Conceptual open space plan extension



Conceptual Sketch of Block 8 - 2 MR

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# Creekside Park – Block 9 – Lot 3 MR

A series of small parks connects the urban streetscape at each block to the perimeter creekside trail system. This park is one of these in this system.

This small park is an important connection between the hotel sites. It is also at a sharp bend in Spring Creek Drive and allows an open vista to the Spring Creek park system. The park is also part of a critical pedestrian/bicycle automobile intersection.

#### **OPEN SPACE AMENITIES:**

## 3.1 Plant Material

- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas.
- Additional planting adjacent to hotels to be coordinated with hotel site design.
- Seed mix as per Town of Canmore natural area seed mix.
- Tree and shrub species as per Town of Canmore guidelines.
- Limited areas of maintained grass.

#### 3.2 Irritation

- Watering to establish planting.
- Irrigation in MR.

# 3.3 Site Furnishings

- Bicycle parking at the view point plaza.
- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry point to the trail system.

- Lighting. No site lighting in MR areas. Potential for limited low level pedestrian lighting at view point plaza.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village markers at all property corners.

# 3.4 Trails

- The intersection provides an opportunity for a pedestrian viewpoint at the trail entry over the hotel tunnel.
- Provide a continuous 2.5m wide asphalt trail to connect the ER trail with the urban sidewalk system.
- Trail surface will delineate and protect natural areas.

# 3.5 Signage

- Potential trail information sign at the viewpoint plaza. Signage to be waist height attached to handrail and provide information such as trail orientation, mountain vista and/or environmental interpretation.
- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.

## 3.6 Rest Stops

- Hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components. Rest stop to limit pedestrian access to ER in front of future Malcolm hotel west addition.
- Rock bench wall and planter edge.





**Conceptual Sketech of Block 9 - 3 MR** 

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# 4 South Creekside Park Links

A series of small parks connects the urban streetscape at each block to the perimeter creekside trail system. These parks will continue to be developed as per the parks in the initial phases.

#### **OPEN SPACE AMENITIES:**

#### 4.1 Plant Material

- Rehabilitation of areas adjacent to ER area as per initial phases.
- Clean up of all disturbed areas as per initial phases.
- Additional planting adjacent to buildings to be coordinated with building site design.
- Seed mix as per Town of Canmore natural area seed mix.
- Tree and shrub species as per Town of Canmore guidelines.
- Some areas of maintained grass in specific locations.

#### 4.2 Irrigation

- Watering to establish planting.
- Irrigation in MR.

#### 4.3 Site Furnishings

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry point to the trail system.
- Lighting. No site lighting in MR areas.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village property markers at all property corners.

#### 4.4 Trails

- Provide a continuous 2.5m wide asphalt trail to connect the ER trail with the urban sidewalk system.
- Trail surface will delineate and protect natural areas.

## 4.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of Landmark/trail marker at selected intersections coordinated with Spring Creek Mountain Village urban design components.

## 4.6 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Rock bench wall at selected locations.



Spring Creek conceptual open space plan extension



Park Link at Moraine Ridge / Cambrian Streamside MR



Park Link at Moraine Ridge / Cambrian Streamside MR

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# 5 Spring Creek Drive – Linear Parks in Median

The linear park centred on Spring Creek Drive is an important component of the open space system. The development of the medians will continue in the next phases of Spring Creek Mountain Village.

These streets, of 30.0 m right of way, feature a continuous, over 12.0 m wide, central linear park system. On each side of the linear park there is a single driving lane and a single parking lane followed by a 2.5 m sidewalk with buildings abutting it directly. Vehicles turning left can stack two-deep within the width of the linear park eliminating the need for an additional turning lane. The central island linear park will incorporate street lighting and hydrants and allow a variety of uses and landscaping forms to reduce the traffic noise within the right of way. The roadways should have 'pedestrian bulbs' at all intersections to reduce the crossing distance. Mid-block pedestrian crossings should be allowed. Pedestrian crossings should be designed as traffic calming devices and should feature surface changes. No driveways or parking access points will be allowed to connect to Spring Creek Drive.

*reference:* Spring Creek Mountain Village, Area Redevelopment Plan, Urban Design Guidelines, page 9.

These parks are intended as a flexible reserve of parkland for the residents. It is expected that the uses and planting will vary from block to block depending on residents' preferences and that these parks should change character over time. The linear parks decorative landforms, sculpture gardens, occasional parking spaces, landscape chess or seasonal kiosks can be incorporated. Their planting material may include tall trees as well as shrubs, lawns, and perennials. Christmas light displays and summer flowerbed competitions can be accommodated easily. The linear parks should be programmed and maintained by the Community Associations affording the residents maximum opportunity for decision-making and active participation. The system starts at the Policeman's Creek Park on the North end of the Drive, turns through the Village Square and terminates at the South view point.

*reference:* Spring Creek Mountain Village, Area Redevelopment Plan, Urban Design Guidelines, page 20.

**OPEN SPACE AMENITIES:** 

## 5.1 Plant Material

- Planting adjacent to housing developments to be coordinated with the building site design plans.
- Tree and shrub species as per Town of Canmore guidelines.

# 5.2 Irrigation

- Watering to establish planting.
- Irrigation.

## 5.3 Site Furnishings

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers if required.
- Lighting. Site lighting coordinated with Spring Creek Mountain Village urban design components.
- Bollards coordinated with Spring Creek Mountain Village urban design components.

# 5.4 Trails

- A potential continuous hard surface pathway will connect the pedestrian bulbs at the intersections.
- The pedestrian bulbs surfacing and pedestrian crossings will be coordinated with Spring Creek Mountain Village urban design components.





# 5.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of Landmark/trail marker at intersections coordinated with Spring Creek Mountain Village urban design components.

# 5.6 Rest Stops

• The design layout of the linear parks will feature a variety of surfaces and textures to compliment the design theme.

# 5.7 Artwork

• The design of each linear park will be coordinated with each adjacent development and will allow for unique features such as sculptures to be incorporated into each park.



Spring Creek Drive Median at Glacier Rock / Moraine Ridge

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# 6 Creekside Park – Block 4 – Lot 2 MR

Spring Creek

The area delineated by the Policeman's Creek, the railway right of way, the Spring Creek Gate and the proposed Policeman's Creek Park should remain in its natural state. The existing vegetation should be protected and creek edges rehabilitated where required. A narrow, rather informal pedestrian trail is proposed, set back from the creek edge by a minimum of 6.0 m. The trail surface is expected to be compacted gravel (or similar) and its precise alignment will be determined jointly by the developer and the town of Canmore through the landscape plan approval process.

reference: Spring Creek Mountain Village, Area Redevelopment Plan, Urban Design Guidelines, page 20.

Coordinate park design with potential development of adjacent railway park. Potential for incorporation of a fenced dog park area.

#### **OPEN SPACE AMENITIES:**

#### 6.1 Plant Material

- Protection of existing trees.
- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas.
- Seed mix as per Town of Canmore natural area seed mix.
- Some areas of maintained grass at Power Line ROW.
- Tree and shrub species as per Town of Canmore guidelines.

# 6.2 Irrigation

- Watering to establish planting.
- Irrigation in MR adjacent to Railway Park only. No irrigation in rest of MR natural areas.

## 6.3 Site Furnishings

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry points to the trail system.
- Potential Picnic Tables.
- Lighting. No site lighting in MR areas.
- Fencing. Fencing at CPR ROW.

#### 6.4 Trails

- Provide a separate continuous 1.5m wide gravel trail to connect with the urban sidewalk system.
- Trail to be carefully laid out between existing trees to minimize disturbance.
- Trail connection between Railway Park and Spring Creek Gate.
- Bridge over drainage course adjacent to Policeman's Creek.

## 6.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of potential Landmark/trail marker at intersections coordinated with Spring Creek Mountain Village urban design components.

## 6.6 Rest Stops

• Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.





# Creekside Park – Block 5 – Lot 2 MR

The area delineated by the Policeman's Creek, the railway right of way, the Spring Creek Gate and the proposed Policeman's Creek Park should remain in its natural state. The existing vegetation should be protected and the creek edges rehabilitated where required. A narrow, rather informal pedestrian trail is proposed, set back from the creek edge by a minimum of 6.0 m. The trail surface is expected to be compacted gravel (or similar) and its precise alignment will be determined jointly by the developer and the Town of Canmore through the landscape plan approval process.

*reference:* Spring Creek Mountain Village, Area Redevelopment Plan, Urban Design Guidelines, page 20.

#### **OPEN SPACE AMENITIES:**

## 7.1 Plant Material

- Protection of existing trees.
- Rehabilitation of areas adjacent to ER area as per 1.1. above.
- Clean up of all disturbed areas as per 1.1 above.
- Seed mix as per Town of Canmore natural area seed mix.

# 7.2 Irrigation

- Watering to establish planting.
- No Irrigation in MR.

# 7.3 Site Furnishings

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry points to the trail system.

- Lighting. No site lighting in MR areas.
- Fencing. Fencing at CPR ROW.

#### 7.4 Trails

- Provide a continuous 1.5m wide gravel trail to connect with the urban sidewalk system and Spring Creek Gate Bridge.
- Trail to be carefully laid out between existing trees to minimize disturbance.
- Trail connection between Railway Park and Spring Creek Gate.
- Bridge over drainage course adjacent to Policeman's Creek.

## 7.5 Parking

- Access off Spring Creek Gate.
- Potential gravel parking for 6+/- cars and maintenance access for lift station.

## 7.6 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of potential Landmark/trail marker at intersections coordinated with Spring Creek Mountain Village urban design components.

## 7.7 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Rock bench wall.





# 8 Spring Creek Park Connector

This is a major activity park that connects Spring Creek Drive and the Village Square to the perimeter parks system.

#### **OPEN SPACE AMENITIES:**

## 8.1 Landscape Design

- The park area adjacent to Spring Creek Drive is to become an urban park extension of the drive medians. This area of the park will act as a transition from the more urban Village Square to the natural perimeter parks system. The site lines along Spring Creek Drive and the visual termination at the park is also a significant design components for the park design and the architecture. The interface with the surrounding buildings is an important design consideration to accommodate pedestrians and allow for resident privacy.
- The middle area of the park offers opportunities for a tot lot, an all ages playground area, trail connections, and picnic and seating areas.
- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas adjacent to ER.
- Seed mix adjacent to ER as per Town of Canmore natural area seed mix.
- · Some areas of maintained grass.
- Planting design to be coordinated with the site design of the adjacent properties.
- Tree and shrub species as per Town of Canmore guidelines.

## 8.2 Irrigation

- Watering to establish planting.
- Irrigation to be provided.

#### 8.3 Site Furnishings

- Playground equipment design to be coordinated with the space available and the adjacent land uses.
- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry points to the trail system.
- Lighting. No site lighting.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village markers at all property corners.

## 8.4 Pedestrian Circulation

- Provide a continuous 2.5m wide asphalt trail to connect the ER trail with the urban sidewalk system.
- Trail surface in some areas will delineate and protect natural areas.
- Trail to provide connection and bridge over Spring Creek to MR on opposite side of creek.
- In some areas where the asphalt trail wanders away from the creek setback, a small gravel trail provides pedestrian access.

## 8.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of Landmark/trail marker at potential intersections coordinated with Spring Creek Mountain Village urban design components.
- Potential for a mountain village orientation map and interpretive sign.

#### 8.6 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Potential rock bench wall separating maintained grass areas and natural areas.



Spring Creek Conceptual open space plan extension



Typical picnic areas with a mix of natural areas and occassional areas of maintained grass.



New bridge over Spring Creek similar to bridge at Low Park.

IBI



CONCEPTUAL OPEN SPACE PLAN EXTENSION



**Conceptual Sketch of Park Connector** 

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# 9 Village Square

This is the main crossroad of the entire development where Spring Creek Gate feeds traffic into Spring Creek Drive.

A one way, pedestrian friendly lane wraps around the Village Square providing access to the commercial functions on its North and East facades. It should have a driving lane of 3.0 m and two on-street parking lanes of 2.25 m each. Bollards, pavement patterns and street furniture should be used to delineate vehicular access areas and to ensure pedestrian priority.

The center of the Square should be landscaped as an urban park and may be a skating rink or a water feature. This is the focal point of the area and is easily accessed by pedestrians from all sides and strongly connected to the park and trail system through the SW corner of the Square.

Sidewalks around the Square should be 3.0 m wide and 3.5 m wide along the North and East facades of the Square. The intent is to create pedestrian friendly, busy centre with vehicular traffic designed around the needs of pedestrians.

*reference:* Spring Creek Mountain Village, Area Redevelopment Plan, Urban Design Guidelines, page 11.

#### **OPEN SPACE AMENITIES:**

# 9.1 Landscape Design

- The Village Square is to be an urban park appropriate to the mountain setting and the surrounding architecture of the Square.
- The Square is intended to be an active urban space and the multi-purpose design should accommodate a variety of uses such as festivals, markets and space for residents and visitors to gather. The design should also encourage winter activities such as skating and protected areas for sitting.
- The interface with the surrounding buildings is an important design consideration to accommodate pedestrians and occasional automobile uses. The site lines along Spring Creek Gate and Spring

Creek Drives with the visual termination at the Square are also significant design components for coordination with the park design and the architecture.

Spring Creek

- Planting design to be coordinated with the site design of the adjacent properties.
- Tree and shrub species as per Town of Canmore guidelines.

## 9.2 Irrigation

- Water park service for winter ice-making to be considered.
- Watering to establish planting.
- Irrigation to be provided.

#### 9.3 Site Furnishings

- Custom bench design and all site furnishings to be coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry points to the Square.
- Lighting. Site lighting to compliment the adjacent buildings and to provide a pleasant ambiance in the park in evenings.
- Fencing. No fencing at property line of MR.

#### 9.4 Pedestrian Areas

- The design intent is to create a pedestrian friendly urban plaza with the vehicular circulation subservient to the needs of the pedestrians.
- Pedestrian routes through Village Square to also consider this as an important connection between the bridge entry parks at Policeman's Creek and the Spring Creek connector park.

## 9.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of potential Landmark/trail marker at Square to be coordinated with Spring Creek Mountain Village urban design components.
- Potential mountain village orientation map and interpretive sign.



Spring Creek conceptual open space plan extension



**Conceptual Sketch of Village Square** 

IBI



Spring Creek

# 10 Bridge Entry Parks at Spring Creek Gate

The west end of Spring Creek Gate begins with two traffic lanes in each direction at the Village Square end. Narrow medians with hard landscaping and aligned central light standards should appear at both ends of this main entry road. Sidewalks should follow both sides of the roadway from the Village Square for about 20 m where they begin to be separated from the roadway by narrow strips of vegetation and trees. Sidewalks connect to the trail system on both sides of the bridge.

These two parks will welcome visitors and residents to Spring Creek Mountain Village and establish the transition from the natural to the urban environment.

#### **OPEN SPACE AMENITIES:**

## 10.1 Landscape Design

- An arrival or entry sculptural landmark or landscape environmental art form could be an important welcoming feature at the Bridge Entry Parks.
- Integrate the park design with the Spring Creek Gate boulevard landscape and sidewalk design. Provide street tree planting along Spring Creek Gate with separate sidewalks.
- The park design to incorporate park activity areas such as sitting areas, gazebo, or other landscape features.
- The site lines along Spring Creek Gate and the visual termination at the park is also a significant design component for the park design and the architecture. The interface with the surrounding buildings is an important design consideration to accommodate park activities and allow for resident privacy.
- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas adjacent to ER.
- Seed mix adjacent to ER as per Town of Canmore natural area seed mix.

- Some areas of maintained grass.
- Planting design to be coordinated with the site design of the adjacent properties.
- Tree and shrub species as per Town of Canmore guidelines.
- Planting in landscape boulevard with structural soil tree trench specifications.

# **10.2 Irrigation**

- Watering to establish planting.
- Irrigation to be provided.

## **10.3 Site Furnishings**

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry points to the trail system.
- Light Standards at Spring Creek Gate design coordinated with Spring Creek Mountain Village urban design components.
- Banners incorporated into light standard design.
- Lighting. No site lighting in MRs.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village property markers at all property corners.

# **10.4 Pedestrian Circulation**

- These parks are at an important junction point between the perimeter trail system and the urban sidewalk system. Provide a careful and logical crosswalk location at Spring Creek Gate for the trail network.
- Provide a continuous 2.5m wide asphalt trail to connect the ER trail with the urban sidewalk system.
- Trail to slope away from the creek.
- Trail surface in some areas will delineate and protect natural areas.

Spring Creek





## 10.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of Landmark/trail marker at potential intersections coordinated with Spring Creek Mountain Village urban design components.
- Potential for a mountain village orientation map.

## 10.6 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Rock bench wall separating maintained grass areas and natural areas.



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Spring Creek CONCEPTUAL OPEN SPACE PLAN EXTENSION



Conceptual Sketch of Bridge Entry Parks at Spring Creek Gate

IBI





# **1** South Terrace Viewpoint

A series of small parks connects the urban streetscape at each block to the perimeter creekside trail system. This park is one of these in this system and acts as a terminus at the sound end of Spring Creek Drive.

**OPEN SPACE AMENITIES:** 

## **11.1 Plant Material**

- This park will act as a transition from the more urban Spring Creek Drive to the natural perimeter parks system. The site line along Spring Creek Drive and the visual termination at the park is a significant design component for the park design and the adjacent architecture. The interface with the surrounding buildings is also an important design consideration to accommodate pedestrians and allow for resident privacy.
- Rehabilitation of areas adjacent to ER area.
- Clean up of all disturbed areas adjacent to ER.
- Seed mix adjacent to ER as per Town of Canmore natural area seed mix.
- Additional planting adjacent to housing developments to be coordinated with housing site design.
- Tree and shrub species as per Town of Canmore guidelines.

## 11.2 Irrigation

- Watering to establish planting.
- Irrigation in MR.

## **11.3 Site Furnishings**

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Animal Proof Waste Receptacles and dog bag dispensers. Located at all entry point to the trail system.
- Lighting. No site lighting in MR areas.
- Fencing. No fencing at property line of MR. Spring Creek Mountain Village markers at all property corners.

## 11.4 Trails

- The intersection of the park and the perimeter trail system is an important intersection in the trail system. A viewpoint at this intersection will allow for spectacular views over the Spring Creek natural area and the surrounding mountain vista. This is an important link to connect the ER trail with the urban sidewalk system.
- Trail surface will delineate and protect natural areas.
- The MR connector trail to provide a continuous loop around the south area of the development linking the Spring Creek and Policeman's Creek ER trail system. Note that the layout of this trail may change depending upon the adjacent property future plans.

# 11.5 Signage

- Signage design and signage standard design coordinated with Spring Creek Mountain Village urban design components.
- Design of Landmark/trail marker at intersections coordinated with Spring Creek Mountain Village urban design components.
- Potential interpretive sign at viewpoint overlooking the natural area vista.

# 11.6 Rest Stops

- Concrete hard surface at rest stops coordinated with Spring Creek Mountain Village urban design components.
- Potential rock bench wall and guardrail at south viewpoint.





Spring Creek

CONCEPTUAL OPEN SPACE PLAN EXTENSION



**Conceptual Sketch of South Connector** 





# 12 Cross Village Link

This East-West Mews road is at the narrowest point at in the Spring Creek Mountain Village development. This location warrants an improved and enhanced pedestrian east-west connection to link the creeks and trail system on each side of the development.

#### **OPEN SPACE AMENITIES:**

## **12.1 Plant Material**

- Planting at the utility right of way to be coordinated with the utility layout and regulations.
- Planting adjacent to the housing developments to be coordinated with housing site design.
- Tree and shrub species as per Town of Canmore guidelines.

## **12.2 Irrigation**

- Watering to establish planting.
- Irrigation as required.

# **12.3 Site Furnishings**

- Custom bench design coordinated with Spring Creek Mountain Village urban design components.
- Lighting. Site lighting coordinated with Spring Creek Mountain Village urban design components.
- Bollards coordinated with Spring Creek Mountain Village urban design components.

## 12.4 Trails

- The sidewalk design will be coordinated with the mews streetscape and will connect the pedestrian bulbs at the intersections.
- The pedestrian bulbs surfacing and pedestrian crossings will be coordinated with Spring Creek Mountain Village urban design components.



**Conceptual Sketch of Cross Village Link** 

B









Spring Creek