SCMV ARP LANDS SUSTAINABILITY SCREENING REPORT

SPRING CREEK MOUNTAIN VILLAGE

SEPTEMBER 26, 2009

Spring Creek
MOUNTAIN VILLAGE

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Submitted for:
Spring Creek Mountain Village Inc.
by
Southwell **Planning Ltd.**

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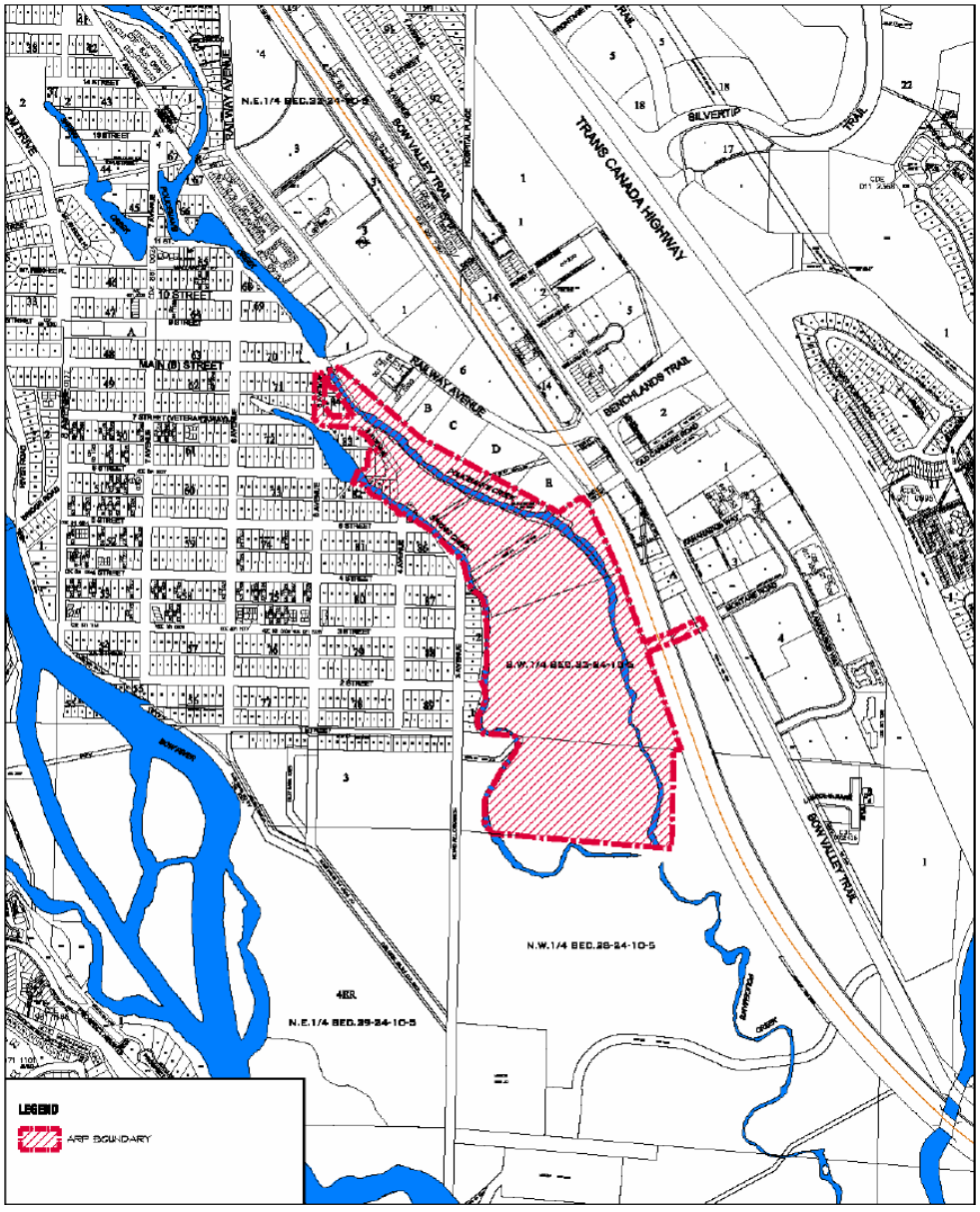
1.0 SPRING CREEK MOUNTAIN VILLAGE BACKGROUND INFORMATION

1.1 THE SITE

Spring Creek Mountain Village covers an area of approximately 28.5 hectares located south of 8th Street and generally between Policeman's Creek and Spring Creek in South Canmore. An Area Redevelopment Plan (ARP) including Urban Design Guidelines for the entire SCMV site was approved by Council in September 2004 and land use approvals and subdivision have been granted for Stage 1. Transportation and utility servicing as well as building construction are presently underway within Stage 1. Figure 1 shows the site location.

Figure A1: SCMV LOCATION



1.2 POLICY FRAMEWORK - SCMV ARP

The Spring Creek Mountain Village, Area Redevelopment Plan was approved by Council on September 28, 2004. This comprehensive policy document established a framework for the transition of the Restwell Trailer Park from a lease land mobile home and RV park to an innovative comprehensively planned community. Many of the ARP objectives including increased residential densities, mixed uses, diversity of housing types (including entry level), sense of place, and a location and design that encourages walking, cycling and environmental stewardship, all closely support the principles established for the Sustainability Screening process.

The plan identified environmentally sensitive areas and emphasized sustainability, protection, enhancement and public ownership of the important creeks and riparian areas through the creation of environmental reserves and municipal reserves. The ARP process also provided for a public consultation program which ensured that existing residents and the public were fully informed of the planning process and had the opportunity for formal and informal input to the guiding policies and development proposals.

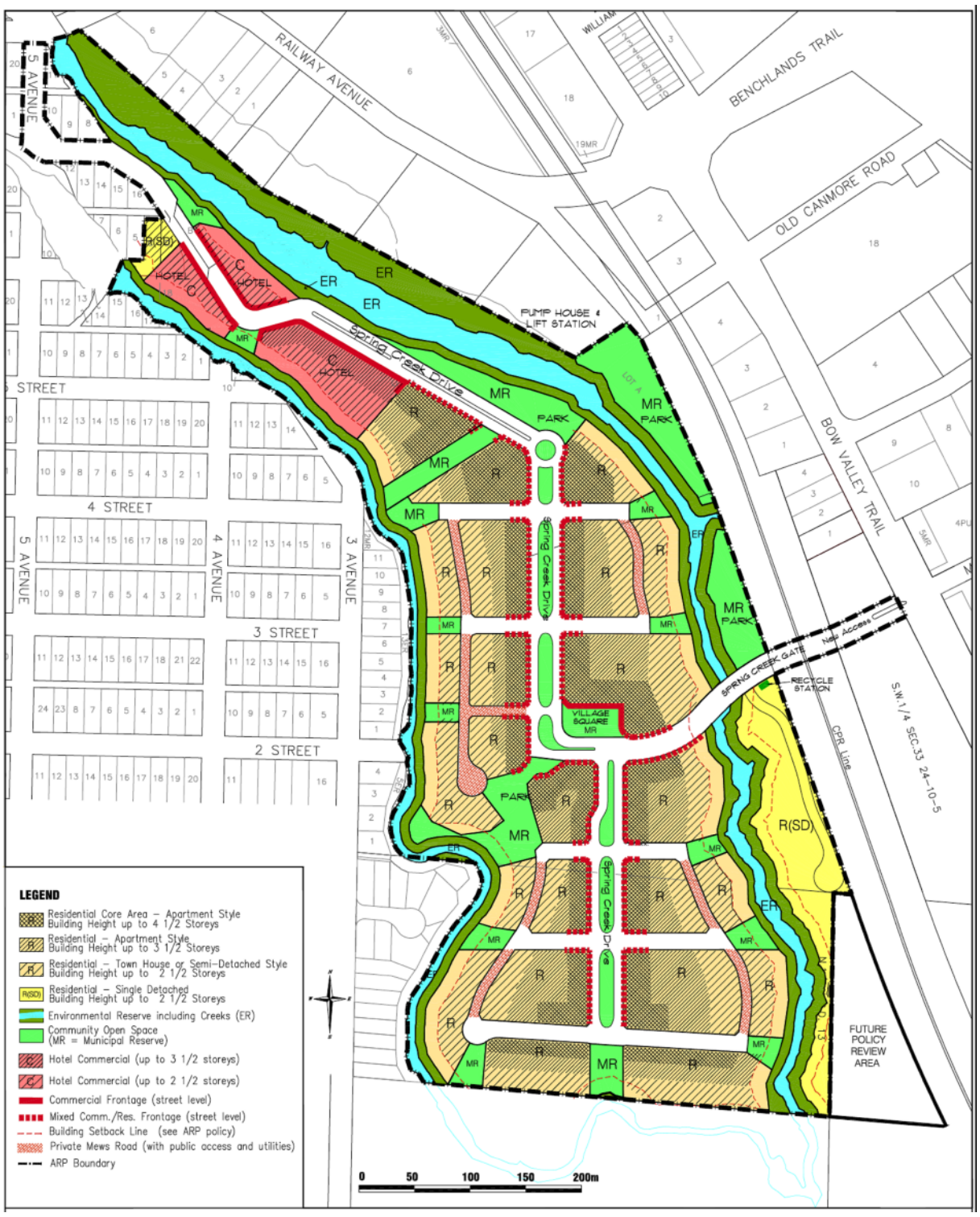
1.3 THE ARP DESIGN CONCEPT

As illustrated in **Figure 2: Land Use Concept,** the ARP envisages a distinct new urban neighbourhood including a variety of residential, commercial and open space uses within a pedestrian orientated street network. The relatively large site area provides an opportunity for a variety of redevelopment opportunities to be staged over time while still accommodating mobile home residents during the transition. Future development will include a wider variety of housing options catering to a range of age and income levels. The ultimate population is expected to be in the 1,800 to 2,200 range developed over a 15 to 20 year time frame.

A key component of the plan is the new road access to the site from Bow Valley Trail which intersects with the internal road system at the proposed village square focal point. The central spine road (Spring Creek Drive) incorporates a unique linear boulevard green space which 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. Lower density semi-detached or townhouse style residential units closer to the perimeter and creeks are served by more intimate mews streets. Significant view corridors have been considered in the land use distribution and street orientation.

The plan recognizes that Spring Creek and Policeman's Creek are the most important elements in the open space system. They provide a unique ambiance and defining edge to the main development area. A perimeter trail system is incorporated in the design to allow public enjoyment of the creek amenity and facilitate internal and external trail connections. Based on the findings of the Biophysical Analysis, a considerable area has been identified as future Environmental Reserve including the creeks, creek banks and wetland areas in the north east portion of the site adjacent to the existing boardwalk. These natural areas are supplemented by a hierarchy of open spaces throughout the development as illustrated on the Concept plan.

Figure A2: Approved ARP Land Use Concept



1.4 ARP OBJECTIVES AND DEVELOPMENT RATIONALE

The key development rationale and policy statements from the ARP have been included below to demonstrate how closely these follow the Sustainability Screening principles. They also provide Council with the framework for review of the SSR and Stage 2 land use redesignation.

RATIONALE FOR DEVELOPMENT (from SCMV ARP)

- ***Land Use Intensity:*** *Because of the relatively low density nature of the existing housing, redevelopment will provide an opportunity for better utilization of the land through increased development density and variety of built form.*
- ***Positive Environmental Change:*** *The creeks, creek banks and wetland area in the vicinity of the existing boardwalk will be transferred to Town ownership in the form of environmental reserves. The rehabilitation of disturbed creek bank areas will also occur through redevelopment.*
- ***Proximity to Town Services:*** *The Restwell (SCMV) site is close to downtown, schools, parks and other Town facilities and services. The location provides an opportunity to develop complementary residential, commercial and open space uses within close walking distance of downtown.*
- ***Economic Benefit:*** *Redevelopment will produce positive economic benefits both in terms of employment and property tax revenue to the Town of Canmore.*
- ***Infrastructure Upgrading:*** *Much of the existing utility and building infrastructure in Restwell is old and in need of replacement. Redevelopment will allow this upgrading to occur on a phased basis.*
- ***Housing and Tenure:*** *The existing type of homes and tenure makes potential redevelopment more feasible than traditional fee simple homes on permanent foundations. The existing turnover in home sales and resident movements in and out of the park also helps to facilitate redevelopment flexibility over time.*
- ***Natural Setting:*** *The site location adjacent to Spring Creek and Policeman's Creek and the panoramic views of the surrounding mountains makes this site highly desirable for various forms of residential, commercial and open space uses.*

KEY ARP OBJECTIVES (from SCMV ARP)

The main objectives of the Spring Creek Mountain Village ARP are as follows:

- To ensure the ARP is consistent with the provisions of the Municipal Government Act (MGA), and the Town's Municipal Development Plan,
- To conduct a public consultation program which ensures that existing residents and the public are fully informed of the planning process and have the opportunity for formal and informal input to the guiding policies and development proposals,

- To create a vibrant, innovative mixed use but predominantly residential neighbourhood through redevelopment of the Restwell Trailer Park lands.
- To reduce urban sprawl and provide sustainability through efficient urban design and land usage,
- To ensure that the development is fully integrated into the Canmore community and complements the downtown area,
- To emphasize the open space system and the trail linkages within the site and to adjacent lands,
- To provide a wide range of housing choices for different age groups and income levels,
- To provide all Restwell mobile home residents an opportunity to transition from mobile homes to other forms of housing as redevelopment occurs, and
- To help control the rising cost of housing by allocating a portion of the residential units onsite as entry level homes. To identify environmentally sensitivity areas and emphasize sustainability, protection, enhancement and public ownership of the important creeks and riparian areas through the creation of environmental reserves and municipal reserves where appropriate.

ARP RELATED TECHNICAL STUDIES

The Spring Creek Mountain Village, Area Redevelopment Plan was supported by a number of related studies which provide technical information beyond that covered in the Sustainability Screening Report. These studies include:

Biophysical Inventory and Environmental Impact Statement, (Golder Associates Ltd. 2003)

Geotechnical Analysis and Environmental Site Assessment (ESA), (Sabatini Geotechnical 2003)

Visibility Impact Analysis, (Marshall Tittemore Architects and Southwell Trapp & Associates Ltd., 2003)

Spring Creek Mountain Village Transportation Impact Study, (Finn Transportation Consultants, 2003)

ARP Public Consultation Report and Surveys, (Southwell Trapp & Associates Ltd., 2003)

Servicing master plans - Storm, Sanitary and Water services, (Mountain Engineering Ltd. 2003)

Socio-economic Impact Assessment, (Praxis 2003)

Historical Resources Impact Assessment, (FMA 2002)

Railway Traffic Noise Assessment (Faszer Farquharson and Associates Ltd., 2003)

1.5 SUMMARY OF AREAS AND LAND USES

(all values are approximate and subject to refinement at the subdivision and DP stage)

Areas	**Hectares**
Site Area	28.50
Environmental Reserve	3.88
Creeks	2.85
Developable Lands	**21.77**
Municipal Reserve*	3.07
Other Open Space (SCD medians)	0.87
Roads Public	3.15
Roads Private (mews streets)	0.74
Development blocks (Res./mix)	11.83
Development blocks (Commercial)	1.21

**Does not include Railway Park 0.80 hectares*

Housing Unit Estimate	
Single detached	9
Town homes	140
Apartments - entry level	300
Apartments - other	610
Total Residential Units	**1059**

Density (residential units/dev. lands)	**48.6 u/ha**
Visitor Accommodation	**200 (rooms)**
Commercial (hotel related)	**15,000 sq. ft**
Commercial (Spring Creek Dr.)	**15,000 sq. ft**

1.6 DEVELOPMENT STAGING

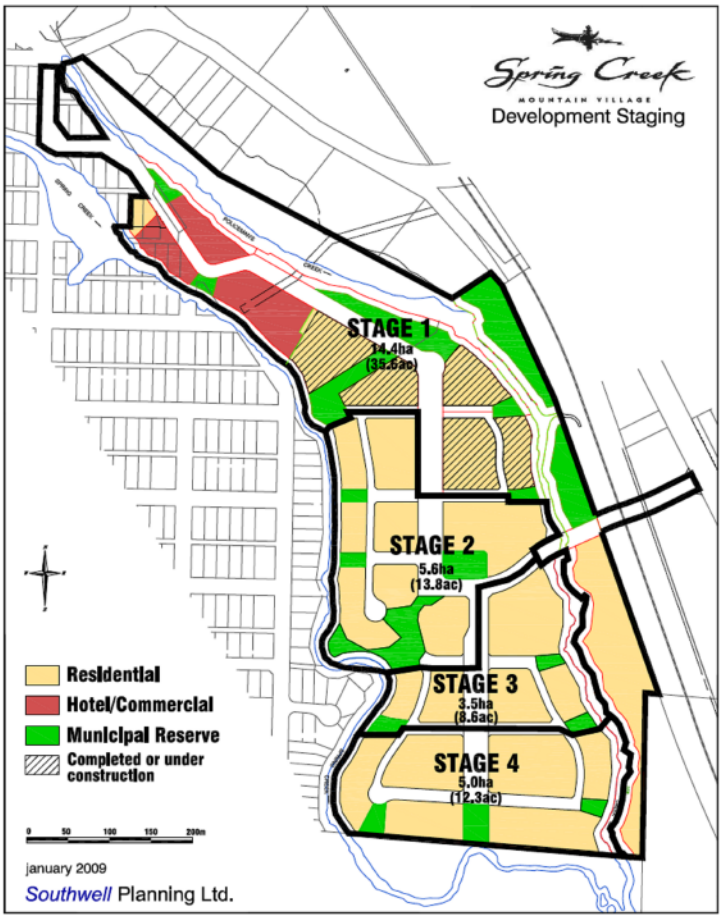
Spring Creek Mountain Village will be developed in four stages as shown on Figure 3. Stage 1 is under construction and three of the four apartment style residential buildings are either completed or in the construction phase. The fourth building is in the detailed planning stage. The Stage 1 commercial component including visitor accommodation is also in the detailed design stage. To better accommodate these uses, this application proposes several revisions to the Direct Control SCMV Visitor Accommodation District (as set out in Section "C"). Other key components completed or under construction in Stage 1 include:

- major new sewer and water infrastructure tying to the Town's system

- the north section of Spring Creek Drive,
- new vehicular bridge and railway crossing linking SCMV with Bow Valley Trail
- new entrance and traffic circle on Bow Valley Trail
- new pedestrian bridge across Policeman's Creek linking SCMV with future Railway Park and existing boardwalk.

Stage 2 has been expanded from the original ARP tentative staging plan to allow for completion of the Village Square and continuity of Spring Creek Drive through the development to the Bow Valley Trail.

FIGURE 3: DEVELOPMENT STAGING



2.0 SUSTAINABILITY SCREENING ANALYSIS

2.1 SUSTAINING & STRENGTHENING THE SOCIAL FABRIC

A. TO ENSURE ALL CITIZENS HAVE ACCESS TO BASIC LEVELS OF SAFE, SECURE, AFFORDABLE AND APPROPRIATE SHELTER.[MTF] TO ESTABLISH PERPETUALLY AFFORDABLE HOUSING WHEREVER FEASIBLE. [MDP]

Does the proposal provide a mix of affordable housing options for all who require it, including employees? [MTF]

Housing Mix/Demographics - SCMV provides a mix of housing types including creek side townhomes, townhomes, apartment units, and live/work studios for a variety of age groups and income levels. The proposed residential apartment buildings will include a mix of unit sizes and types including perpetually affordable housing.

Entry Level Housing – It is proposed that the reference to "entry level" housing be removed from the SCMV-CR Direct Control District and that the Perpetually Affordable Housing (PAH) initiatives and policies be used as outlined below to ensure that the affordability of housing is addressed in SCMV. However, it is still the developer's intent to provide a substantial number of smaller market units (below 1200 sq. ft.) to ensure an adequate price range exists.

Perpetually Affordable Housing (PAH) - Spring Creek Mountain Village has been supportive of PAH since it was first proposed in the community. The proposed policy is that at final build-out or completion 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. PAH units should be distributed throughout the various development phases and buildings. Units provided under PAH requirements in the SCMV-CR District shall be excluded from the maximum number of units permitted for this District. For each PAH unit provided one additional market unit may be provided beyond the base 1050 unit maximum. The protocol for the provision of PAH housing shall be established in an agreement mutually acceptable to the Town and the Developer. This agreement may include:

- A time frame for the offering of PAH units for sale.
- An initial PAH offering period for original (prior to Sept. 28, 2004) SCMV residents.
- Subsequent PAH offering period for sale to CCHC.
- Initial and resale pricing formulas.

Employee Housing – Spring Creek has worked with a number of its employees to help them obtain market housing within the development. To date most of these are construction orientated jobs. Spring Creek is only one of three developers in the valley that has agreed to provide employee housing for its hotel developments that should occur in Stage 1 within the next few years.

Live/Work Studios – The integrated live/work studios planned at street level within various buildings along Spring Creek Drive will give the option for people to have an expanded home based business with a street frontage.

Does the proposal contribute to the goal of a well-stratified demographic profile by incorporating services and/or accommodation for residents of all ages, income levels and skills? [MTF]

Services and Employment Opportunities: Spring Creek Mountain Village has incorporate a variety of land uses into the overall development including a small scale resort hotel, live/work studios, and local street level commercial units on Spring Creek Drive and around the village square. The commercial component is comprised mainly of small units providing entrepreneurial opportunities for a variety of businesses. It is hoped that the provision of live/work studios will attract artists and other craft based businesses. Current employment is mainly in the construction area which is one of the highest income providers in the Bow Valley.

Accommodation Types: Dwelling types including, seniors housing, perpetually affordable units, apartment units, townhouses and live/work studios will provide for a range of accommodation types in terms of size and price.

Does the proposal contribute directly or indirectly to community health and social programs? [MTF]

Walkable Community: The social fabric of Canmore will be enhanced by the synergy created by this attractive higher density development in close proximity to downtown. Walking times to Main Street will be in the 5 – 15 minute range. A perimeter trial network adjacent to Spring Creek and Policeman's Creek will be constructed as development progresses. This trail will be a great benefit to the community's health and well being and will be one of the most beautiful and relaxing strolls in the Bow Valley. Connections to the board walk, down town and adjacent neighbourhoods will make this universally attractive.

Amenities: Public outdoor spaces, in the form of landscaped medians and sidewalks along Spring Creek Drive will make SCMV and attractive, dynamic walkable community enhanced by the friendly street front uses and architectural design. The village square will provide an all season multi functional outdoor space in the heart of the community. To further support community based activities the developer is proposing to construct a replica of the Canmore Opera House to be located (subject to approvals) within Blk5 2MR between Spring Creek Drive and Policeman's Creek. This building could be used for a variety of community activities and special events.

Canmore Rotary House: As part of the Stage 1 initiative SCMV helped both the Canmore Rotary Club and the Scope Society of Calgary form the Canmore Rotary House (CRH). The main purpose of the CRH is to provide temporary accommodation for organizations such as the Bow Valley Victims Service, Family and Community Services,

Canmore Hospital and families and individuals with mental and physical disabilities from Calgary and surrounding areas.

B. TO MANAGE THE RATE AND TYPE OF GROWTH IN A MANNER WHICH WILL ENHANCE THE SENSE OF COMMUNITY WHICH IS COMPATIBLE WITH THE HERITAGE, CHARACTER AND PHYSICAL SETTING OF THE TOWN. [MDP]

The following is from the Spring Creek Mountain Village ARP. SCMV – ARP 4.10.9

Growth Management : The number of units created within the redevelopment area shall not exceed 60 units per year based on a three year rolling average. Entry level and staff housing are excluded from the Growth Management policy.

The following is the rate of growth so far in SCMV. Entry level unit are all units under 1200 sq ft.

Table 2.1: Estimated Units by Year

YEAR	TOTAL UNITS (Max.)*	UNITS UNDER 1200sq ft	NET # of UNITS for GM	3 YEAR GM AVERAGE
2005 Stage 1	54	26	28	
2006 Stage 1	45	18	27	
2007 Stage 1	58	0	58	38
2008 Stage 1	80	21	59	48
2009 Stage 2 (estimate)	77	21	56	58*
2010 Stage 2 (estimate)	71	19	52	56*
2011 Stage 2 (estimate)	37	4	33	47*
2012 Stage 2 (estimate)	130	33	97	60*
2013 Stage 2 (estimate)	70	19	51	60*
Total (estimate)	622	161	461	

* Maximum anticipated units - actual may be less

The final building in Stage 1 is well within the three year growth management rolling average. Subsequent Stages are expected to follow a similar development schedule. However, it is proposed that the 3 year rolling average requirement in SCMV be replaced by a timing control on land use applications and amendment for each subsequent development stage. For example, it is proposed that the Land Use Bylaw will not be amended to include further development stages beyond Stage 2 before 2014. This requirement is designed promote the orderly redevelopment of Spring Creek Mountain

Village consistent with the Town of Canmore's Growth Management Strategy but allow greater flexibility to reflect changes in market conditions.

What public review process has been incorporated into the development process in addition to any statutory requirements? [MTF]

Public Consultation Process: A comprehensive consultation program with Restwell residents and the general public was undertaken throughout the preparation and approval process for the ARP. Key dates and activities are summarized in Section 1.7.5 of the ARP. The program included an internet website, Restwell residents' surveys, open houses, regular Council updates and a public hearing. Since the development to date follows closely the adopted ARP most of the information remains current. However, the developer is committed to the public consultation process and will follow the "Possible Procedure for SSR Public Meetings" as set out in Schedule C of the Sustainability Screening Process.

Community Association & Newsletters: The formation of the SCMV Property Owners Association will encourage direct involvement by residents in community affairs and activities. A Newsletters keeps residents informed of community development plans and other related issues

Community Survey: As part of the public consultation process the developer has completed a survey of existing trailer park and new residents in the first two buildings. A summary report can be found in the Supporting Report for Stage 2 Land Use Redesignation and the full report is available as a separate report.

Website: SCMV has a comprehensive website to help keep residents and the public informed of the community history, overall concept plan, current development progress and upcoming development plans and land use changes. (springcreekarp.com)

SCMV Property Owners Association: Every owner (including mobile home owners) in SCMV is a member of the Property Owners Association. The purpose of this Association is twofold. Firstly, it provides a formal structure to support enhanced landscaping, entry features and ownership and maintenance of the proposed Canmore Opera House replica to be constructed in the Stage 1 adjacent to Policeman's Creek. Secondly, the Association will provide support for social events, block parties, group garage sales, clubs, creek clean-up and other volunteer activities.

Spring Creek Foundation: The Spring Creek Foundation will be a formally registered foundation and is being formed to provide sustainable support for sponsoring community events and individuals. SCMV Inc. has always been a strong community financial supporter but developers come and go, so is not sustainable. The Spring Creek Foundation will strive to maintain an ongoing level of support to community events and individuals though the long term participation of the future residents of Spring Creek in the Foundation.

How will the proposal reflect and/or enhance Canmore's unique sense of place and identity? [MTF]

Canmore Identity: The key SCMV development objective is a sustainable, living community with a rich social and urban texture: a coherent, yet distinguishable part of Canmore. The unique identity of Canmore will be reinforced within the SCMV area by the architecture, street design and orientation. The basic street pattern is aligned with the old Canmore grid and the historic "Restwell" entrance from 5th Avenue is retained and transitions into Spring Creek Drive. The Three Sisters mountain range acts as a visual backdrop to the southern section of Spring Creek Drive. As previously noted, a replica of the Canmore Opera House is proposed within the Stage 1 area. This feature will echo an important part of Canmore's history and unique sense of place.

Design Features: To achieve the intended community character the following design features are included within the overall development:

visually appealing, pedestrian friendly streetscapes and trail connections to other adjacent established parts of Canmore.

- Strong incentives for reduced car use, encouragement of non-vehicular transportation.
- Flexible public spaces encouraging daily use and a wide variety of activities.
- Rehabilitation and long term environmental protection of the creeks and natural areas.
- Development of an alpine architecture specific to Canmore's unique heritage.
- Innovative and diverse architectural form based on the SCMV Urban Design Guidelines.
- A conscience approach to scale, massing and view corridors.
- Connectivity and integration with the natural landscape.
- Sensitivity to adjacent uses - height transitions as buildings step down towards the Creek.

How does the physical design of the proposal encourage community members to interact in both formal and informal ways? [MTF]

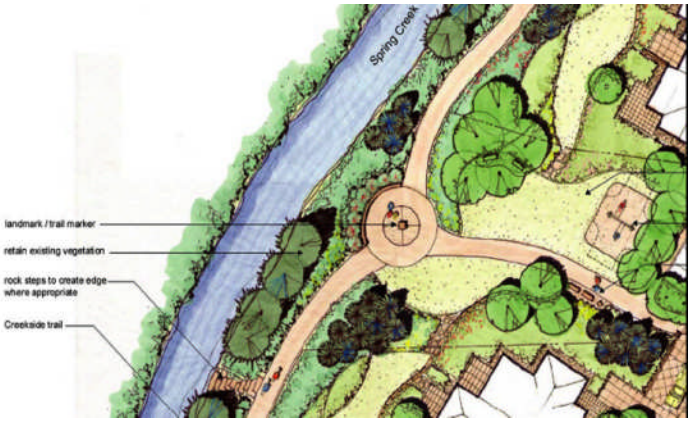
Urban Design: The SCMV design encourages community interaction through urban design elements such as the pedestrian orientated Spring Creek Drive with animated streetscapes including street front commercial uses and higher density residential building placement along this central spine. Intimate mews streets provide access to residential areas backing the two creeks.

Village Square

Village Square: The village square with ground level commercial uses and residential uses above will act as a busy all season meeting place and focal point for the community.

Commercial Uses: The location and design of commercial space along Spring Creek Drive and The Village Square is designed as an integral part of the building street front. Coffee shops, bars, studios and other small scale commercial units will bring vibrancy community interaction.

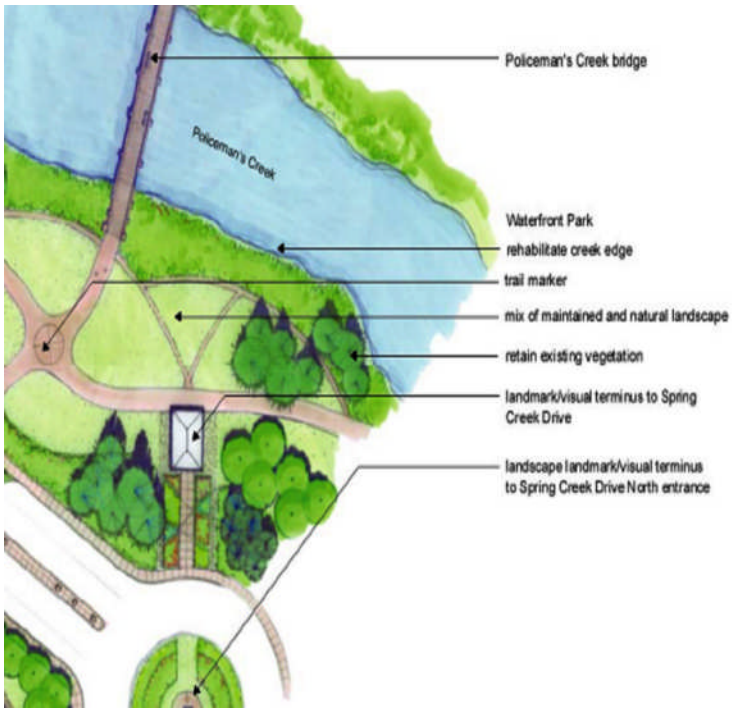
Trail System: The perimeter trail system will encourage social interaction as well as provide pedestrian linkages to the park system and adjacent urban areas to the east, west and north. Along this trial are small public activity nodes for either a small play structure apparatuses, exercise apparatuses or a sitting, viewing area.



Creek Trail Activity Node

Flexible Spaces: Live/work studios and convertible residential commercial street front uses along Spring Creek Drive will add vitality to the community and will contribute to long term sustainability by allowing flexibility of use over time and the ability to live and work in the same location.

Opera House: A replica of the old Canmore Opera House will be built within the park area adjacent to Policeman's Creek and close to the new pedestrian bridge in Stage 1. This facility will be for special events and community functions and like the Village Square will form a community gathering place.



Canmore Opera House Replica Location

2.2 ECONOMIC SUSTAINABILITY

A. TO ENSURE THAT LOCAL ECONOMIC ACTIVITY PROVIDES A MUNICIPAL TAX BASE SUFFICIENT TO FUND FACILITIES, AMENITIES AND ACTIVITIES FOR CANMORE RESIDENTS. [MDP]

What are the anticipated short (1-2 years), medium (3-5 years), and long (5-10 years) term municipal fiscal implications for the project (i.e. municipal costs, assessments, revenues)?

Due to its compact, mixed use form and location close to downtown and the major Highway network, SCMV will be a prime example of a sustainable community. Stage 1 is already providing substantial economic benefit to the Town in terms of employment related to the construction of road, utility and building infrastructure. Ongoing development will continue this activity with 12 apartment style development blocks many with street level commercial uses integrated with mews serviced townhouses and the construction of related parks, roads, trails and utility servicing. The village square with its associated street level commercial component will also help to ensure local economic activity and significant contribution to the municipal assessment base. The construction value for SCMV over the build out period is expected to exceed 477 million in 2009 dollars.

Municipal Tax Revenues, SCMV All Stages: In 2009 the Town of Canmore undertook an analysis of lifecycle costs for new development to determine the estimated financial impact of new development over time. This was done using InfraCycle's software model to produce a lifecycle analysis. Various stages of SCMV were analyzed by imputing the estimated revenues and costs for various residential and non-residential development infrastructure. The summary results in 2009 dollars for a 1 year period (assuming build-out in one year) are shown on Table 2.2a below, these include the one time offsite and rec levy contributions. Table 2.2b shows the 20 year cycle.

Table 2.2a InfraCycle 1 Year Estimate

DEVELOPMENT STAGE	*REVENUES MINUS COSTS*
SCMV – STAGE 1 (Sept, 2009)	$376,965
SCMV – STAGE 2 (Sept, 2009)	$342,777
SCMV – STAGES 3/4 (Sept, 2009)	$449,096
TOTAL	**$1,680,836**

Table 2.2b InfraCycle 20 Year Estimate

DEVELOPMENT STAGE	*REVENUES MINUS COSTS*
SCMV – STAGE 1 (Sept, 2009)	$7,539,308
SCMV – STAGE 2 (Sept, 2009)	$6,855,500
SCMV – STAGES 3/4 (Sept, 2009)	$8,981,927
TOTAL	**$23,376.735**

It should be noted that the above figures do not include increased tax revenue derived from tourist homes which could be up to $750,000 per year if the maximum 300 tourist homes are developed.

Municipal Costs*:* As a redevelopment project SCMV will have a minimal impact on municipal costs but will contribute directly through municipal taxes, recreation and offsite levy contributions. Very little new Town infrastructure is required to service this compact area and as the InfraCycle analysis clearly shows there will be a substantial net economic benefit to the Town over the short and long term.

Will the proposed timing of the project fit into the Town's current plans for the design and construction of municipal infrastructure?

Additional Municipal Infrastructure: No new major municipal infrastructure will be required for the SCMV development. A new sewer lift station was provided with SCMV Stage 1 and over the past two year SCMV has worked with the Town of Canmore and Epcor to ensure the most cost effect design was achieved and constructed. As of last spring this new lift station was brought into service. Land and a Utility Easement were provided by SCMV at no cost to the Town even though it serviced far more than SCMV lands. SCMV pays for its share of this new infrastructure through the offsite levy bylaw.

New Railway Crossing: A new railway crossing and bridge across Policeman's Creek was developed by SCMV with Stage 1. This provided benefits to the whole community as it created a third public railway crossing for the Town of Canmore. This crossing was constructed at the sole cost of SCMV and allowed for an alternative route for all residents of Canmore and Emergency Services to cross the tracks.

B. TO ENHANCE THE OPPORTUNITIES FOR ECONOMIC GROWTH AND DIVERSIFIED EMPLOYMENT, THEREBY PROMOTING SELF-SUFFICIENCY AND STABILITY. [MDP]

Does the proposal provide for year-around and long-term employment?

Employment Benefits from Construction Activity: SCMV construction will create economic benefits to the Town through employment and income for local construction workers and for local businesses supplying materials and services. It is anticipated that some 75% (Praxis, 2003) of workers, materials and services will be local. Workers who are not local or able to commute will contribute to the Canmore economy through the use of hotel and food and beverage businesses. The study estimated that SCMV will generate approximately 900 person years of construction employment to build out.

Ongoing Employment and Economic Benefits: Economic benefits from employment and related services will accrue to the Town on a long term basis from the proposed hotel development and street front commercial development along Spring Creek Drive and the village square. Employment for retail and other service uses are estimated to be approximately 1.5 to 3 employees per 1000 square feet of commercial floor space. With an estimated 30,000 square feet of commercial floor space the direct employment generated will be in the 45 to 90 range. The proposed 200 hotel rooms planned for SCMV will generate an additional estimated demand for 50 employees. The total employment created by SCMV will therefore be in the 95 to 140 range.

These employees will in turn generate indirect economic benefits to the community in terms of goods and services purchased from other local businesses.

The development will also provide additional employment opportunities in landscape maintenance, condo management, condo maintenance and other employment opportunities associated with the care of full and part time home owners.

Would the project result in a net increase in the percentage of non-residential assessment in the Town?

Non-Residential Assessments: The SCMV project will result in a positive increase in non-residential assessment through the provision of three hotel sites, live/work studios, tourist homes, street front commercial uses and the potential for a seniors housing complex. The aim is to create a balanced community with both residential and commercial assessment. The final percentage split between non-residential and residential assessment will be heavily dependent on the number of tourist homes developed. For example, with 150 tourist homes the non-residential/residential split is estimated to be a 26/74 split. With the maximum 300 tourist homes developed the ratio could increase to a 40/60 split.

Would the proposed development support new and existing businesses, both large and small? [MSP][MTF]

New Businesses: SCMV will support new businesses through the hotel related development and the provision of street front commercial and live/work studios along Spring Creek Drive and the village square. The population increase associated with SCMV will also contribute to the demand for new businesses.

Existing Businesses: Existing businesses are supported through employment in development and construction fields as well as the ongoing support new SCMV residents will bring to the existing businesses in Town.

Would the proposed development assist in diversifying Canmore's economy? [MSP][MTF]

Diversifying Canmore's Economy: A unique aspect of the SCMV development is the provision of ground floor Live/Work Studios located along Spring Creek Drive. It is hoped that this unique live/work opportunity will attract more artists, and other talented individuals to Canmore that want to share their talents as a commercial venture.

What percentage of the employment created would provide jobs with above-median salaries?

Employment: Employment related to the construction industry is often at or above a median salary. It is hard to determine at this time what types of businesses will purchase and occupy the Live/Work Studios and the commercial spaces and therefore it is unrealistic to try and estimate incomes.

2.3 ENVIRONMENTAL STEWARDSHIP

A. TO DEVELOP EFFICIENT LAND USE THAT WILL MINIMIZE SOCIAL, ENVIRONMENTAL, CAPITAL AND MAINTENANCE COSTS. [MDP]

Does the proposed location and density of the development result in an efficient use of land in the community through a compact urban form? [MSP]

Location: SCMV is a comprehensively planned community located in the heart of Canmore. The SCMV-ARP builds on the proximity of its location in relation to Downtown core, its connection to existing surrounding neighborhoods and its natural setting in the Bow Valley surrounded by two beautiful natural creeks.

Brownfield Site: SCMV is a brownfield site. This is significant in that the new development is located on a previously disturbed site. It does not contribute to sprawl,

urban encroachment on natural areas or extensive new road and utility infrastructure related to more remote development areas.

Density: The staged redevelopment of the existing low density Mobile Home Park to higher density apartment, town house and related commercial uses within Spring Creek Mountain Village will result in a significant increase in land use efficiency allowing for better utilization of the land through increased density, built form and energy conservation initiatives such as ground source heating. The redevelopment of SCMV will result in a housing unit density increase of approximately 5 times.

Does the proposal incorporate a mix of compatible land uses? [MSP]

Mixed Land Uses: Stage 2 will include a mix of compatible residential, commercial and open space uses. The street front commercial and live/work studios will be incorporated into the mixed use apartment buildings. The open space component will include the village square, central park and creek side trail system and environmental reserve.

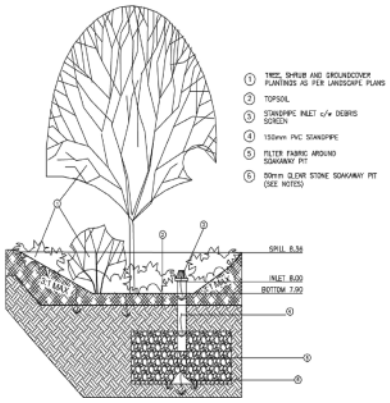
Does the proposal encourage the use of transit, walking or cycling? [MSP]

New Trail System: Redevelopment provides and opportunity for additional new parks within and adjacent to the development that will benefit the whole Town. A 2.5 m wide over 2.5 km long regional trial loop will also be developed adjacent to the creek banks that will allow people to walk, ride etc. around the perimeter of the development. This trail ties directly into the internal urban sidewalks along Spring Creek Drive. Four connections will be made from SCMV to the rest of Town. First the existing sidewalk on 5th Ave will be upgraded in conjunction with the Town, Second a pedestrian bridge has been constructed in 2008 from SCMV to the board walk. In 2012 the existing timber bridge on the west side of SCMV will be upgraded to a new pedestrian crossing. A fourth pedestrian bridge will be built in the future from SCMV over to South Canmore near Millennium Park. This will allow school children, families and individuals to move from the east side of Town over to Millennium Park and Lawrence Grassi School. The location and design of SCMV promotes diversity of use, allows for some local commercial uses but still support a strong down town core as its main source of supply and services. All of these initiatives will encourage the use of transit, walking and cycling.

Does the proposal exceed the Town's minimum requirements for "green" or alternative infrastructure? [TNS]

Alternative Infrastructure: Spring Creek intends to be a leader in green or alternative infrastructure. It is one of the first developments in Alberta if not Western Canada to promote geothermal heating and cooling in all buildings. Non-treated well water will be used for all irrigation water and storm water is being managed through ground

biofiltration. SCMV's first two apartment buildings were pioneers of the Built Green Pilot Project in Canada. In general, building designs will strive to obtain minimum 40% overall building energy reduction and also obtain the Silver Build Green Certification.



Biofiltration sketch by Mountain Engineering

Storm Water Runoff Control and Treatment: SCMV will follow the stormwater management plan developed for the site by Mountain Engineering. This proposes grading of the site to create numerous local catchment or ponding areas rather than a single large storm pond. The concept is to take treatment back to nature by using plants and vegetation to absorb contaminants, and prevent them from ending up in the water bodies. Through the use of vegetation and thicker layers of topsoil, this bioretention and filtration approach will provide a more natural system that requires less long term maintenance. According to Alberta Environment, grassed conveyances offer effective filtration of heavy metals chemical oxygen demand, nitrate nitrogen, ammonia nitrogen, and suspended solids.

Creek Bank ER: The creek bank ER will be designed to ensure that run-off does not flow from the development area into the creeks. This will be achieved by a slightly convex or dished section in the transition area between public and private space. The biofiltration approach noted above can effectively be used in these locations.

What impact will the proposal have (directly or indirectly) on air quality, water quality, or environmentally sensitive lands? [MSP]

Environmental Impact Statement: As per the SCMV Environmental Impact Statement the development will have an overall positive Impact on the environment. (Spring Creek Mountain Village Area Redevelopment Plan Environmental Impact Statement, Golder and Associates, November 2003, Summary, Page 31)

"As the majority of the Restwell property has previously been developed and the sensitive riparian areas will be reclaimed within the development setback required for redevelopment areas, impacts to vegetation and wildlife are predicted to range from low negative to moderate positive, and the impacts to fish are predicted to be low to moderate positive."

Please review to the Spring Creek Mountain Village ARP – EIS for more detailed information.

Noise and Light Pollution: Site and building design specifications shall be developed to minimize noise and light pollution into undeveloped areas.

Recycling Facility: A satellite recycling depot, accessible from Spring Creek Gate, shall be provided on the east side of Policeman's Creek on the north side of Spring Creek Gate.

CRD Staging Areas: Staging areas for construction, renovation and demolition materials shall be established with each construction stage. SCMV was the first builder to submit its CRD program to the Town of Canmore.

Irrigation Initiatives: Irrigation systems will, where possible, use non-municipal water sources. A linked well system using on site non-potable well water is proposed. There are also water saving techniques incorporated within the Built Green requirements.

Built Green: As stated above, all of the Buildings in SCMV will be Built Green Certified. The certifications on buildings to date are as follows.

Glacier Rock Lodge – SILVER

Moraine Ridge Lodge – GOLD

Rundle Cliffs Lodge – PLATINUM

Cambrian Mountain Lodge (Building #4 in Stage 1) is designed to achieve a PLATINUM rating. Using geothermal heating and cooling and other energy saving techniques, a minimum 50% energy reduction over standard construction techniques is expected.

What measures does the proposal include that will reduce: (1) the use of minerals & metals extracted from the earth's crust; (2) the use of chemicals and compounds used by society, and; (3) the physical impact of the proposal on natural landscapes and processes? [TNS] {replaces 2 statements about water and ecosystem functions}

Reduction on Impact on the Earth: Built Green Certification requires the reduction of use of chemicals and compounds that are harmful to the environment. For example water based stains are used instead of oil based, etc. Local materials are used wherever possible including only lumber that is certified from a renewable forests. SCMV also has an extensive construction recycling program. SCMV is the only developer in the valley that has purchased its own Bin Truck along with 7 Bins for its recycle program. Even the left over white wood is cut up and given to campers for firewood. Reduction of electrical requirements through selection of energy efficient appliances. These are just a few examples of the initiatives we are proceeding with to achieve our Built Green Certification.

B. TO MAINTAIN THE BIODIVERSITY AND ECOLOGICAL INTEGRITY OF THE BOW VALLEY ECOSYSTEM [MTF]

Will the proposal have any impact, positive or negative, on wildlife habitat connectivity? [MTF]

SCMV – EIS: *"The impacts to vegetation and wildlife are predicted to range from low negative to moderate positive"*. "Wildlife habitat is expected to be minimally affected" The establishment of environmental reserves and restoration of a continuous riparian

habitat along both creeks will have a positive effect of moderate magnitude. However, an increase in local population causing an increase in activity along the trails could result in heightened disturbance to wildlife in the area. Mitigation to control and reduce disturbances will include responsible garbage disposal, signage along the trials to promote environmental protection, promotion of trail use by construction of a high-quality trail and signage to discourage off-trial use.

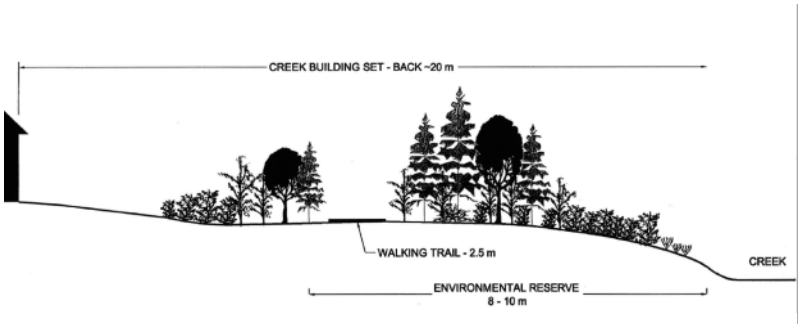
Habitat Mitigation Recommendation ARP: SCMV-ARP: 4.3.5, South Canmore Local Habitat Patch: *"No trail like will be developed into the South Canmore Local Habitat Patch immediately south of the property."*

Would the project create appropriate opportunities for citizens and visitors to enjoy and appreciate Canmore's natural environment? [MDP]

SCMV ER and MR Dedications: Approximately 26 acres or 37% of SCMV lands will be turned over through redevelopment to either the Town of Canmore or Public Lands in the form of Environmental Reserves, Municipal Reserves or creek bed and natural areas. In 2006 ownership of Board Walk lands was transferred from SCMV to the Province.

Natural Setting: The location of SCMV in the heart of Canmore provides a great opportunity for more residents and visitors to enjoy the unique setting and panoramic views of the surrounding mountains.

Creek Trail System: SCMV will include a comprehensive trail system which will generally parallel the west edge of Policeman's Creek and the east edge of Spring Creek. To protect the creek banks and riparian areas from informal braided trails and other degradation, the creek trails will be setback several meters from the creek banks. The trail system will generally be within the creek bank environmental reserve strip but designed to form a transition between natural creek bank and adjacent public or private spaces. Where appropriate, educational signage will be installed to provide environmental information for the public and promote stewardship of these resources.



Typical Creek Bank Cross

Does the proposal respect the needs of humans and wildlife in the use of the natural landscape. [MTF]

Creek Protection and Restoration: A key environmental stewardship component is the restoration and environmental protection of the riparian zones along Spring Creek and Policeman's Creek. This work will be ongoing throughout each development stage.

Positive Environmental Change: An environmental reserve will be established along the Creek edges. The plan also includes protecting spawning habitat through minimizing erosion and silts entering the creeks. The developer has already helped Alberta Environment in the creation of 4 over-wintering holes for fish and is currently looking to scraping the upper reaches of Spring Creek to improve fish habitat prior to the creek bank rehabilitation.

How would the proposal increase community understanding of environmental stewardship in the Bow Valley? [MTF]

Client Manual: Part of the SCMV commitment to environmental stewardship is the provision of a client manual to all new homeowners that includes information on such things as the environmental benefits of "Built Green" construction and information on environmental stewardship within the Bow Valley like Bear Smart. Ongoing environmental stewardship campaigns communicated to residents through the SCMV Property Owners Association.

Built Green: Purchasers in SCMV will be given a package at turn over explaining all of the environmental benefits in their home and SCMV in general. The package will also present information on living in the Bow Valley including brochures like Bear Smart. Some of the key initiatives related to environmental stewardship in building design, urban design, and landscaping are summarized below.

- To avoid extensive surface parking lots all apartment buildings include underground parking.
- SMCV architecture has reflected an alpine design based on the natural Canmore setting, while creating a unique aesthetic through the implementation of the SCMV Urban Design Guidelines.
- Architectural elements placed at the pedestrian street level, such as overhanging canopies, allow the building massing to be reduced while creating a pedestrian friendly environment throughout SCMV.
- SCMV will achieve a minimum Built Green Silver rating. (Note: SCMV can provide the specific Built Green checklist of points and initiatives applied if required)
- Town landscaping requirements have been met or exceeded to date and all specified plant material has been of species that are capable of healthy growth in Canmore.

- A green roof was included in the Morraine Ridge Lodge (Stage 1), building.
- Geo-thermal energy will be used as the primary energy source for all apartment buildings.
- JM Spider Insulation has been specified by SCMV for improved energy efficiency over typical batt insulation construction.
- All stone veneer, used as dominant architectural feature, is being sourced locally from Canmore quarries and is being applied by local craftsmen.
- Low flow fixtures have been specified.
- Energy efficient appliances have been specified.
- The provision for bike racks and benches encourages residents to use alternative modes of transportation.
- As in Stage 1 Construction Waste Managements plans have will been submitted by SCMV as part of the required Building Permit applications. SCMV will divert project construction debris where possible for recycling or reuse. All SCMV subtrades will be educated on the Waste Management plan and all recycling containers will be clearly labeled.
- Storm water management is in place as per Mountain Engineering's design.

Natural Step Sustainability: SCMV has committed to Natural Step program and all its managers and supervisors have taken the Natural Step certification and conduct regular team meetings to identify areas where more sustainable practices may be implemented. Where necessary, consultants have been contracted to help develop standards that are compatible with the Natural Step program.

A comprehensive landscape sustainability analysis was prepared for SCMV Stage 1 by Landplan Associates, Landscape Architects. This analysis has been submitted to the Town of Canmore as part of the Stage 1 development program. Stage 2 will result in many similar sustainable related initiatives as outlined below.

- Site density will be substantially increased.
- Vehicular hardscape area will decrease.
- Pedestrian areas will increase.
- Natural planting area will increase and there will be a decrease in hard surfaces.
- Erosion and sedimentation control measures will reduce the level of runoff directly to the creeks.
- Building setbacks from the creeks will increase to a minimum 20m for all residential areas.
- Roads will be relocated away from the creek edges.

- Municipal and Environmental reserves will be established where none presently exist.
- Landscaped areas will be increased but much of this will be designed as natural areas with native planting.
- Underground parking will be provided reducing the need for paved surface parking lots.
- Storm water will be disposed of through infiltration chambers and no storm sewer outfalls are proposed to the creeks.
- Lighting will be designed to minimize light pollution. Street lighting will be down-lighting only and in conformity with Town of Canmore downtown area improvements and dark sky policy. Similarly down-lighting will be used on buildings. Up-lit awnings or signs will net be permitted.
- The high percentage of natural areas will minimize or eliminate the need for pesticide and herbicide use.
- The relatively small percentage of maintained grass will reduce the use of fossil fuels for maintenance.
- Wells on site will provide the majority of Irrigation water. Except in special circumstances, Town of Canmore potable water will not be used for irrigation.
- Irrigation requirements will be minimized by the reducing the area of maintained grass, natural planting with indigenous plant species, and monitoring of soil moisture to prevent over watering.
- Reduced pollution from automobile use will result from a sustainable community within close proximity to the downtown and an emphasis on walking and cycling.

LEED for Neighbourhood Development (LEED ND) Initiative: The LEED (Leadership in Energy and Environmental Design) was developed in the US by leaders in environmental community design, building design and development to develop a national set of standards for neighbourhood location and design based on the principles of smart growth, new urbanism and green building. The LEED program is developing standards and a rating system which can be applied to new communities. The program is designed to provide guidelines and provide incentives for improved locational planning, urban design and green construction in new communities. Although this program is not available in Canada at this time, the developer of SCMV has taken the initiative to test SCMV against the draft LEED rating system. Please note that this is a draft for internal assessment only and is not represented here as a sanctioned LEED certification. Preliminary analysis indicates that SCMV could easily achieve a Silver standard and could likely achieve a Gold standard based on the study conducted by Enermodal Engineering Ltd in November and December 2008.

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10	0	1	17	**Smart Location & Linkage**
▪				**SLLp1 Smart Location:** Option 1: Locate the project on an infill site. Option 2: Locate the project adjacent to a neighborhood with at least 150 intersections/mile², build project through streets every 800 feet and at a higher connectivity than adjacent Option 3: Locate 50% of the buildings in the project within 400 m (1/4 mile) walking distance from bus stops or within 800 m (1/2 mile) of rapid transit stops. Option 4: Locate the project in an area that is within 400 m (1/4 mile) of at least five, or 800 m (1/2 mile) of at least seven diverse uses (e.g. shops, services, facilities). Option 5: Locate the project with a region where the average annual Vehicle Miles Traveled per capita is lower that the metropolitan region as a whole.
▪				**SLLp2 Proximity to Water and Wastewater Infrastructure:** Option 1: Locate the project on a site served by existing water and wastewater infrastructure. Option 2: Locate the project within a legally adopted planned water and wastewater service area and provide new infrastructure.
▪				**SLLp3 Imperiled Species and Ecological Communities:** Option 1: Consult with the state Natural Heritage Program or fish and wildlife agencies and confirm that no imperiled species have been found or have a high likelihood of occurring on-site. Option 2: Use a qualified biological scientist to confirm that no portions of the project contain, or have a high likelihood of containing, any imperiled species or ecological communities. Option 3: Comply with an approved Habitat Conservation Plan (HCP) under the Endangered Species Act Option 4: Prepare an HCP (or equivalent) for any imperiled species or ecological communities on-site.
▪				**SLLp4 Wetland and Water Body Conservation:** Option 1: Locate the project on a site that is not within 30 m (100 ft) of any wetlands or bodies of water. Option 2: Locate the project on a previously developed site where the area within a 1.6 km (1 mile) radius has either (a) an average street network grid density of at least 30 centerline miles/square mile or (b) an average built density of at least 30 dwelling units per acre. Option 3: Limit impacts of development on wetlands and bodies of water and compensate any impacts by on-site or off-site wetland restoration of equal or greater amounts.
▪				**SLLp5 Agricultural Land Conservation:** Option 1: Locate the project such that the site contains no more than 25% prime soils or unique soils. Option 2: Locate the project such that it meets the requirements specified in Options 1, 2, or 3 of SLLp1. Option 3: Locate the project such that it is within a designated receiving area for development rights under a publicly administered farmland protection program. Option 4: Locate the project, in a region with an abundance of prime agricultural land (greater than 75% of the vacant land is covered by prime soils, unique soils, etc.)
▪				**SLLp6 Floodplain Avoidance:** Option 1: Locate on a site that does not contain any land within the 100-year floodplain. Option 2: Locate the project on an infill or previously developed site and follow the National Flood Insurance Program (NFIP) requirements for developing any portions of the site within the 100-year floodplain. Option 3: For projects where part of the site is located within the 100-year floodplain, do not develop these areas.
5		1	4	**SLLc1 Preferred Locations:** Option 1: Locate the project in one of the following locations: an infill site that is also a previously developed site (5 points), an infill site not previously developed (3 points), a previously developed site adjacent to existing development (2 points), a previously developed site not adjacent to existing development (1 points). Option 2: Up to 5 points can be gained based on the connectivity (intersections/square mile) within a 1 mile radius of the site boundary.
			2	**SLLc2 Brownfields Redevelopment:** Option 1: Locate the project on a site, part or all of which is documented as contaminated or on a brownfield site. Also, remediate site contamination such that the site is safe for the intended use. Option 2: Locate the project on a site that is in one of the following areas: Federal Empowerment Zone, Federal Enterprise Community, Federal Renewal Community, Communities with Official Recognition (OR), Qualified Low-Income Communities (LICs), or other brownfield sites as identified in equivalent provincial programs.
			8	**SLLc3 Reduced Automobile Dependence:** Option 1: Locate the project on a site with transit service of 40 or more easily accessible transit trips per week (up to 7 points). Option 2: Locate the project in an area where Vehicle Miles Traveled (VMT) per capita or single occupancy vehicle (SOV) driving mode share is no more than 90% of the regional average (up to 7 points).
1				**SLLc4 Bicycle Network:** Option 1: Locate the project such that a bicycle network of at least 5 continuous miles in length is within a 1/4 mile bicycling distance of the project boundary. Option 2: If the project is 100% residential, locate the project within a 1/4 mile bicycling distance of a bicycle network that connects to a school or a major employment centre (within 3 miles). Option 3: Locate the project within a 1/4 mile bicycling distance of a bicycle network that connects to at least 10 **diverse uses** (within 3 miles).
			3	**SLLc5 Housing and Jobs Proximity:** Option 1: Meet the requirements of Option 2 and satisfy the affordable housing requirements of NPDc4: Mixed-Income Diverse Communities. (3 points) Option 2: Include a residential component equaling at least 30% of the project's total building square footage and locate the project within an 800 m (1/2 mile) walk distance from a number of pre-project jobs greater than or equal to the number of dwelling units in the project. (2 points) Option 3: Include a non-residential component equaling at least 30% of the project's total building square footage, and located on an infill site that is within a 800 m (1/2 mile) walk distance of an existing rail transit stop, and within an 800 m (1/2 mile) walk distance from a number of existing dwelling units equal to or greater than 50% of the number of new jobs created as part of the project. (1 point)
1				**SLLc6 Steep Slope Protection:** Option 1: Locate the project on a site with no pre-project slopes greater than 15% or avoid disturbing portions of the project site that have pre-project slopes greater than 15%. Option 2:Limit development on sections of the property not previously developed with slopes greater than 15%. Option 3: Restore native or adapted plants to previously developed sections of the site with slopes greater than 15%. Option 4: For previously undeveloped site, limit development on sections of the property with slopes greater than 15%.
1				**SLLc7 Site Design for Habitat or Wetland Conservation:** Option 1: Locate the project on a site that does not have significant habitat or land within 100 feet of such habitat. Option 2: For sites with significant habitat, do not disturb the habitat or portions of the site within an appropriate buffer. Protect significant habitat and by donating or selling the land to an accredited land trust or public agency. Option 3: If the project site contains wetlands or water bodies, assign appropriate buffers from development and protect those areas from development in perpetuity by donating or selling the land to an accredited land trust.
1				**SLLc8 Restoration of Habitat or Wetlands:** Restore native habitat or pre-development wetlands or water bodies on the project site in an area equal to or greater than 10% of the development footprint. Protect such areas from development in perpetuity by donating or selling the land to an accredited land trust. Also earn credit SLLc9.
1				**SLLc9 Conservation Management of Habitat or Wetlands:** Create a long-term (10-year) management plan for any new or existing on-site native habitats and their buffers and create a funding source for their management.

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32	1	4	7	**Neighbourhood Pattern & Design**
•				**NPDp1 Walkable Streets:** Ensure that the principal functional entry of each new building faces a public space such as a street, square, park, but not a parking lot. Also, ensure that at least 20% of all street frontages have a minimum building-height-to-street-width ratio of 1:3. Also, provide continuous sidewalks or equivalent provisions for walking along both sides of 90% of the streets within the project
•				**NPDp2 Compact Development:** Option 1: For projects with transit service build any residential components of the projects at an average density of **twelve or more dwelling units per acre** and build any non-residential components of the project at an average density of **0.80 FAR** or greater per acre. Option 2: For projects without transit service build any residential components of the projects at an average density of **seven or more dwelling units per acre** and build any non-residential components of the project at an average density of **0.50 FAR** or greater per acre.
•				**NPDp3 Connected and Open Community:** For all projects: Design the project such that there is at least one through-street at the project boundary every 250 m (800 ft) or at existing abutting street intervals (which ever is smaller). Option 1: Design the project with internal connectivity of at least 150 intersections/square mile. Designate all streets and sidewalks included in the calculations as available for general public use. Option 2: For projects without internal streets, locate the project such that the connectivity of the streets within 1/4 mile of the project boundary is at least 90 intersections/square mile.
8	0	0	4	**NPDc1 Walkable Streets Subtotal**
•				**Option A:** At least 80% of the total street-facing building façade is no more than 25 feet from the property line.
•				**Option B:** At least 50% of the total street-facing building façade is no more than 18 feet from the property line.
•				**Option C:** At least 50% of the total mixed-use and non-residential building façade is contiguous with the sidewalk.
•				**Option D:** Functional building entrances occur at an average of every 75 feet along mixed-use or non-residential blocks.
			•	**Option E:** Functional building entrances occur at an average of every 30 feet along mixed-use or non-residential blocks.
	•			**Option F:** All ground-level commercial uses that face a public space have clear glass on at least 60% of their façades between 3 and 8 feet above grade.
	•			**Option G:** No blank wall longer than 40% of a façade or more than 50 feet occur along sidewalks.
•				**Option H:** Any ground level commercial windows must be kept open at night (and this must be stipulated in CC&Rs or other binding documents).
•				**Option I:** On-street parking is provided on a minimum of 70% of both sides of all new and existing streets in the project.
•				**Option J:** Continuous sidewalks are provided on both sides of all streets within the project.
•				**Option K:** If the project has ground-floor dwelling units, at least 50% of those unit must have a finished floor no less than 24 inches above the sidewalk grade.
•				**Option L:** In mixed-use and non-residential area provide ground floor retail, live-work, or dwelling units at street level (to meet the credit requirements).
•				**Option M:** At least 40% of all street frontages have a building-height-to-street-width ratio of 1:3.
•				**Option N:** At least 75% of new exclusively residential streets are designed for a target speed of no more than 20 miles per hour.
	•		•	**Option O:** At least 70% of new non-residential and mixed-use streets are designed for a target speed of no more than 25 miles per hour.
6				**NPDc2 Compact Development:** Design and build the project to achieve densities greater than 10 dwelling units per acre (residential) and 0.75 FAR (non-residential).
2		1	1	**NPDc3 Diversity of Uses:** Include a residential component in the project that constitutes at least 25% of the project's total building square footage. Located the project such that at least 50% of the dwelling units are within 800 m (1/2 mile) walking distance of at least four (1 point), seven (2 points), eleven (3 points), or nineteen (4 points) diverse uses.
4		3		**NPDc4 Mixed-Income Diverse Communities:** Option 1: Include a sufficient variety of housing sizes and types in the project such that the total variety of housing within the project, or within 400 m (1/4 mile) of the project achieves a Simpson Diversity Index score of at least 0.5. (up to 3 points) Option 2: Include a portion of rental and/or for-sale dwelling units priced for households earning below area median income (AMI) (up to 3 points). Option 3: Earn at least two points in Option 1 and two points in Option 2. (1 point)
1				**NPDc5 Reduced Parking Footprint:** Locate all off-street parking facilities at the side or rear of buildings. Also, use no more than 20% of the total development footprint area for surface parking facilities. Also, for any non-residential buildings and multi-family residential buildings, provide bicycle and carpool parking spaces as per the credit requirements.
2				**NPDc6 Street Network:** Include bicycle/pedestrian connections between 50% of the sites cul-de-sacs. Located and/or design the project such that the internal connectivity and/or the connectivity within 1/4 mile radius from the geographic center of the project is at least 300 intersections/square mile (up to 2 points).
			1	**NPDc7 Transit Facilities:** Provide covered and partially enclosed shelters at each transit stop within the project boundaries. Also, provide kiosks, bulletin boards, and-or signs devoted to provided local transit information. Also, ensure that each public transit stop provides at least 56 trips/day on weekdays and 14 trips per day on weekends.
2				**NPDc8 Transportation Demand Management:** No more than 2 points can be earned under this credit. Option 1: Create and implement a comprehensive transportation demand management program for the project aimed at reducing weekday peak period trips by at least 20% (1 point). Option 2: Provide transit passes valid for at least one year, subsidized to be half of regular price or cheaper to all residents and employees located within the project (1 point). Option 3: Provide transit service to rail, ferry, or other major transit facilities and/or another major destination (retail or employment centre) (1 point). Option 4: Locate the project such that 50% of dwelling units are within a 1/4 mile walk distance of a car-share vehicle. Provide at least 1 new car-share vehicle per 100 dwelling units added onsite. Option 5: For 100% of multifamily dwelling units, the associated parking spaces are sold or rented separately.
1				**NPDc9 Access to Public Spaces:** Locate the project so that a park, green plaza, or square at least 1/6 acre in area lies within a 400 m (1/4 mile) walk distance of 90% of the dwelling units and non-residential building entrances. Also, for projects larger that 7 acres only, design the project so that taken together all parks in the project average at least 1/2 acre in size.
1				**NPDc10 Access to Active Spaces:** Locate the project so that an active open space facility (e.g. general playfield, soccer, baseball, etc.) of at least 1 acre or a public indoor recreational facility lies within 800 m (1/2 mile) walk distance of 90% of the dwelling units and non-residential building entrances.
	1			**NPDc11 Universal Accessibility:** Design 20% of each type of residential unit to comply with the accessible design provisions of the FHAA. Also, design any common-use or recreational facilities to comply with the design provisions of the FHAA.
2				**NPDc12 Community Outreach and Involvement:** Option 1: Meet with neighbours and local public officials to solicit input on the proposed project, host an open community meeting during the conceptual design phase to solicit input, and modify the design as a result of community input. Also, establish ongoing means for communication between the developer and the community throughout design, construction and post-construction (1 point) Option 2: Meet the requirements for Option 1 and conduct a design charette over at least four days that includes citizen preparation of conceptual project plans and drawings.
			1	**NPDc13 Local Food Production:** Establish CC&Rs that do not prohibit areas for growing produce. Also, either: Option 1: Dedicate permanent and viable growing space and/or facilities within the project area. Option 2: Purchase shares in a Community Supported Agriculture (CSA) program located within 150 miles of the project. Option 3: Locate the project within 400 m (1/4 mile) of an existing or planned farmer's market.
2				**NPDc14 Tree-Lined and Shaded Streets:** Option 1: Design and build the project to provide street trees on both sides of 70% of new and existing streets in the project. Option 2: Use trees or other structures to provide shade over at least 40% of the length of sidewalks on streets within the project.
1				**NPDc15 Neighborhood Schools:** Include a residential component of the project that constitutes at least 25% of the total building square footage and design the project so that 50% of the project dwelling units are within an 800 m (1/2 mile) walk distance of existing or planned schools. Planned school site must not exceed the following size limitations: High Schools (10 acres), Middle Schools (8 acres), Elementary Schools (5 acres).

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16	1	1	11	**Green Infrastructure & Buildings**
▪				**GIBp1 Certified Green Building:** Design, construct, or retrofit one whole building to be certified under an existing LEED rating system.
▪				**GIBp2 Minimum Building Energy Efficiency:** Construct all new non-residential and multi-family residential buildings to have an energy performance 10% better than ASHRAE Standard 90.1-2007. At least 90% of single family and small multi-family buildings must meet Energy Star or equivalent criteria.
▪				**GIBp3 Minimum Building Water Efficiency:** Ensure that the new buildings added as part of the project use on average 20% less than the US EPA water consumption baseline.
▪				**GIBp4 Construction Activity Pollution Prevention:** Create and implement an Erosion and Sedimentation Control (ESC) Plan for all construction activities associated with the project.
5				**GIBc1 LEED Certified Green Buildings:** Option 1: For projects with 10 or fewer habitable buildings, construct or renovate at least one building (beyond the prerequisite) to be certified under a LEED rating system (up to 5 points). Option 2: For all projects, construct or renovate at least 10% of the square footage of buildings to be certified under a LEED rating system (up to 5 points).
2				**GIBc2 Energy Efficiency in Buildings:** Design and construct at least 90% of all buildings in the project for improved energy efficiency. **Non-residential:** either whole building energy simulation to achieve 24% improvement over ASHRAE 90.1 OR meet ASHRAE Advanced Energy Design Guide **Residential:** 90% of new small residential (less than 3 stories) achieve a HERS index score of at least 75.
1				**GIBc3 Water Efficient Landscaping:** Reduce potable water consumption for outdoor landscape irrigation be 50% from a calculated baseline.
			1	**GIBc4 Existing Building Reuse:** Incorporate in the project the reuse of one building that maintains at least 50% of the existing structure and envelope or the reuse of 20% of the total existing building stock, whichever is greater.
			1	**GIBc5 Historic Building Preservation and Adaptive Use:** Incorporate in the project one or more buildings that have been designated as a historic building. Also, rehabilitate the building in accordance with local standards for rehabilitation.
1				**GIBc6 Minimize Site Disturbance In Design and Construction:** Perform a tree survey of the site and maintain all Heritage and Champion trees as well as a percentage of all non-invasive trees over a certain diameter. Also, either: Option 1: Locate the development footprint on areas that are 100% previously developed. Option 2: Do not develop or disturb a portion of the land not previously developed on the site and limit all site disturbance to within certain distances from proposed developments (buildings, walkways, etc).
4				**GIBc7 Stormwater Management:** Implement a comprehensive stormwater management plan that infiltrates, reuses, or evapotranspirates runoff at least 80% of the average rainfall. Additional points are available (up to the four allotted for the credit) if the site is previously developed, brownfield, or transit-ready.
		1		**GIBc8 Heat Island Reduction:** Option 1: Provide any combination of the following strategies for 50% of the non-roof impervious site landscape: shading, low solar reflectance paving materials, or open grid paving. Option 2: Place a minimum of 50% of off-street parking under cover. Any roof used to shade parking must have an SRI of at least 29. Option 3: Use roofing materials that have a prescribed Solar Reflectance Index (low-sloped roof SRI: 78, steep-sloped roof SRI: 29). Option 4: Install a vegetated roof for a minimum of 50% of the project roof area.
			1	**GIBc9 Solar Orientation:** Option 1: Locate/design project such that 75% or more of the project's blocks have one axis of each block within 15 degrees of geographical east/west. Option 2: Design and orient 75% or more of the project buildings such that one axis of each building is at least 1.5 times longer than the other and such that the longer axis is within 15 degrees of geographical east/west.
	1		2	**GIBc10 On-Site Renewable Energy Sources:** Incorporate the use of shared on-site renewable energy generation technologies with capacity to supply at least 5% of the project's annual electrical and thermal energy cost (up to 3 points).
			2	**GIBc11 District Heating & Cooling:** Incorporate into the project a district heating or cooling system for space conditioning all buildings in the project (80% of the project total square footage) for at least 80% of the project total heating or cooling load.
1				**GIBc12 Infrastructure Energy Efficiency:** Design or purchase any street lights, water and wastewater pumps and treatment systems included in the project to achieve a 15% energy reduction beyond a lowest first cost energy baseline.
			3	**GIBc13 Wastewater Management:** Design the project to retain on-site at least 25% of the wastewater generated by the project and reuse wastewater to replace the use of potable water. Provide for on-site wastewater treatment to the quality required for the proposed reuse (up to 3 points).
			1	**GIBc14 Recycled Content in Infrastructure:** Meet the recycled content targets for three of the following for infrastructure components aggregate bases and sub-bases, asphalt bases, asphalt concrete pavement, and portland cement concrete pavement.
1				**GIBc15 Waste Management Infrastructure:** On all storm drain inlets, identify the body of water the drain leads to and discourages dumping. Also, meet at least four of the following five requirements: (1) Include at least one drop-off point for office or household hazardous waste. (2) Include at least one recycling or reuse station OR locate the project in a government jurisdiction where these services are provided. (3) Include at least one compost station OR locate the project in a government jurisdiction where these services are provided. (4) Include little receptacles and recycling containers on mixed use and non-residential streets at least every 800 ft. (5) Recycle and/or salvage at least 50% of the non-hazardous construction and demolition debris.
1				**GIBc16 Light Pollution Reduction:** For exterior lighting in shared portions of the project, only light areas as required for safety and comfort. Do not exceed 80% of the lighting power densities for exterior areas and 50% for building facades as defined in ASHRAE/IESNA Standard 90.1-2004. Also, stipulate CC&Rs that require continued adherence to these standards. Where roadway lighting is part of the project, demonstrate compliance with IESNA RP-8-00.

6	0	0	0	**Innovation & Design Process**
1				**SLLc11 Conservation Management of Habitat or Wetlands:** Based on the extent of the wetlands in proportion to the project site.
1				**Construction Waste Management.**
1				**Extensive Active Trail Network:** High Proportion compared to the size of the project.
1				**Diverse range of housing types**
1				**High Built Green Rating.**
1				**IDc2 LEED® Accredited Professional:** At least one principal participant on the project team must be a LEED® Accredited Professional OR credentialed with regard to smart growth as determined by the Natural Resources Defence Council OR credentialed with regard to new urbanism as determined by the Congress for the New Urbanism. Alternatively, this point may be used as an additional point available under ID Credit 1: Innovation and Exemplary Performance.