
SUPPORTING
REPORT
LAND USE
REDESIGNATION
STAGE 2

SPRING CREEK
MOUNTAIN VILLAGE
STAGE 2

SEPTEMBER 26, 2009

SPRING CREEK MOUNTAIN VILLAGE

STAGE 1 UPDATE AND STAGE 2 LAND USE REDESIGNATION SUPPORTING REPORT

SEPTEMBER 2009



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1.0 INTRODUCTION

The following report provides an update of the Stage 1 Spring Creek Mountain Village development activity and provides rationale for moving forward with a land use redesignation for Stage 2 in 2008. The Spring Creek Mountain Village Area Redevelopment Plan was approved in 2004 and the Stage 1 land use redesignation followed in 2005. In the past 3 years considerable activity has taken place including residential building construction and utility and transportation infrastructure.

2.0 STAGE 1 – UPDATE

Section 11 of the Spring Creek Mountain Village Direct Control Comprehensive Residential District (SCMV-CR) requires that an evaluation of Stage 1 be provided to the Town prior to any land use amendment for Stage 2. The following provides an overview of the development to date based on the requirements of Section 11. It should be noted, however, that an evaluation of some impacts can not be fully provided since the residential buildings are only partially occupied as of September 2009.

2.1 Architectural and Neighbourhood Fit



Throughout the first phase of Spring Creek Mountain Village an architectural language was developed in accordance with the Landscape and Architectural Guidelines and Bylaw requirements of SCMV-CR district.

Design of the first four buildings Glacier Rock Lodge, Moraine Ridge Lodge, Rundle Cliffs Lodge and Cambrian Mountain Lodge sought to create unique, architectural forms each with a distinct character. Continuity among these buildings was then achieved through the use of colour pallets, material pallets and architectural details which are characteristic of Spring Creek Mountain Village.

The built forms of Stage 1 have created a strong street edge and frontage along Spring Creek Drive. This was due in part to the variable setbacks allowed. All the projects under Stage 1 have incorporated breezeway entrances to break down the apparent length of building facades and provide access to interior open spaces. Strong corner tower elements have also been created to establish landmarks along street intersections and provide optimum mountain views for residents.





Main level canopies and glazed entrances have been used to create a human scale at street level and contribute to a pedestrian friendly atmosphere. Balconies and decks have been used to articulate the upper levels of the buildings and reduce their apparent mass.

In Stage 1 all buildings were developed in conformance with the prescribed height zones, and creative architectural solutions have been utilized to step the buildings’ masses down towards both Policeman’s Creek and Spring Creek. Main roof forms have consistently been set at the minimum of 8:12 pitch with lower slopes being used for shed dormers and gables. As a result of this architectural and urban design approach and the separation provided by the creeks, there is no overshadowing of adjacent neighbourhoods.

Roof Articulation: Roof design and articulation is an important element in the overall architectural and urban design theme for SCMV. Experience drawn from the Stage 1 building designs have resulted in proposed amendments to the SCMV-CR district to allow the Development Authority to consider variances in roof height above the normal maximum where they are “satisfied that the architectural integrity of the building would be enhanced”. In the Gateway District the flexibility allows consideration of 20% of the roof area to be over the maximum height by 20%. The allowable variances proposed for SCMV are as follows:

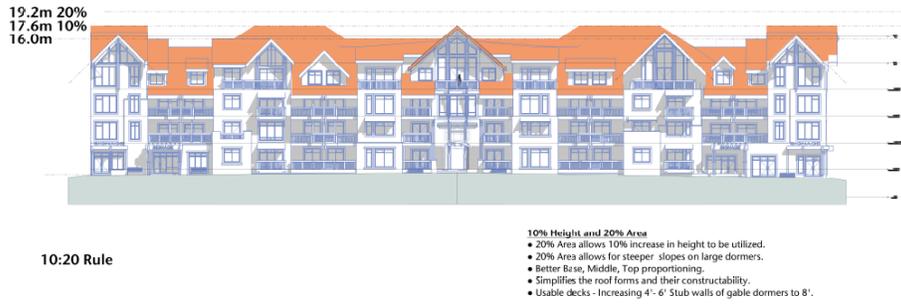
Height Zones A, B and C: 20% of the building roof may exceed the maximum height by up to 10% and 5% of the building roof may exceed the maximum height by 20%.

Height Zones D: 10% of the building roof may exceed the maximum height by up to 10%.

The main benefits are as follows:

- Allows for greater variety in roofscaping and articulation.
- Permits steeper slopes on large dormers.
- Allows for consistent roof slopes throughout the project.
- Provides the best base, middle, and top proportioning.
- Simplifies the roof forms and construction and reduces costs.

The following illustrations show the impact of height and area variances including the 10%:10% Rule maxed out, the 10%:20% Rule and the proposed 10%:20% + 20%:5% Rule on a typical building in SCMV. Of particular note is the resulting improvement in the main central dormer and corner elements.

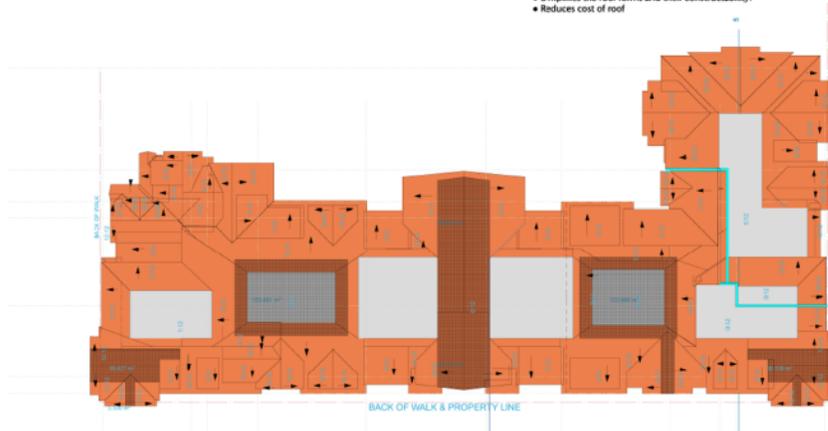


19.2m 20%
17.6m 10%
16.0m



10:20 + 20:5 Rule

- 10% Height and 20% Area + 20% Height for Features of 5% Area
- 20% Height Allows for greater Variety in roofscaping.
 - 5% Area and 20% Height allows for steeper slopes on large dormers.
 - Allows for consistent slopes throughout the project 12/12.
 - Allows for better articulation of roof forms.
 - Best Base, Middle, Top proportioning.
 - Simplifies the roof forms and their constructability.
 - Reduces cost of roof



2.2 Density and Floor Area Ratio Review

The following Figure 2.2 and Tables 2.2a and 2.2b provide a summary of the four approved residential blocks within Stage 1.

Figure 2.2

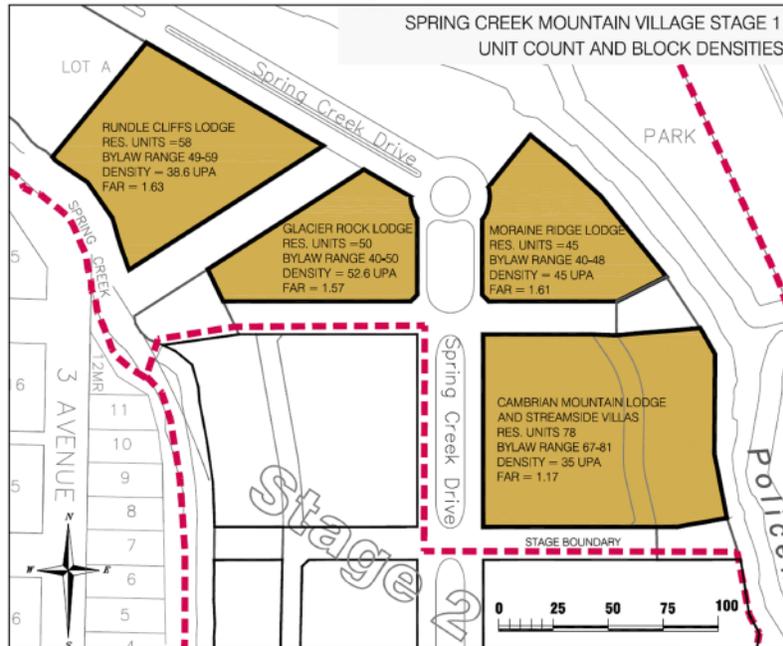


Table 2.2a Housing Units

<i>Name</i>	<i>Entry Level Units</i>	<i>Other</i>	<i>Live/Work</i>	<i>Townhouse Units</i>	<i>Total Res. Units</i>
Glacier Rock Lodge	26	20	4		50
Moraine Ridge Lodge	29	13	3		45
Rundle Cliffs Lodge	NA	58			58
Cambrian Mountain Lodge and Streamside Villas	21	31	2	24	78
TOTAL	76	122	9	24	231

Table 2.2b Density and Floor area Ratio (FAR)

<i>Name</i>	<i>Parcel Area ha</i>	<i>Units</i>	<i>Density Units/ha</i>	<i>Density Units/Ac.</i>	<i>FAR</i>
Glacier Rock Lodge	0.451	50	111	44	1.57
Moraine Ridge Lodge	0.448	45	100	40	1.61
Rundle Cliffs Lodge	0.569	48	84	34	1.63
Cambrian Mountain Lodge and Streamside Villas	1.044	78	75	30	1.17
TOTAL	2.512	231			
AVERAGE			92	37	1.38

Density and Floor Area Ratio (FAR): Section 5b of the Spring Creek Mountain Village Direct Control Comprehensive Residential District (SCMV-CR) requires that the overall average Floor Area Ratio shall not exceed 1.65. The average for the four buildings under construction is 1.38. This FAR is calculated on the legal parcel area and does not include any creeks, ER, MR Residents Association open space or public roads. Table 2.2b provides a summary of the density and FAR to date.

Live/Work Studios: Nine live/work studios are presently under construction within three of the four buildings. These units are orientated to the main public street front Spring Creek Drive.

Entry Level Units: As Table 2.2a shows almost 33% of the residential units under construction in Phase 1 are classified as entry level units having a floor area of less than 1200 sq. feet. Rundle Cliffs Lodge is designed as a Tourist Home building and the entry level designation does not apply. Section 5c of the bylaw requires that SCMV maintain a minimum 150 entry level units during the redevelopment process. This total can comprise existing mobile homes on leased land as well as new units. The site presently meets this requirement with 148 existing mobile home units and 76 new apartment style units for a total of 224 entry level units. It is proposed in the revisions to the SCMV-CR District that the requirement for “entry level” housing be removed and that the Town’s policy for Perpetually Affordable Housing (PAH) be used as the main mechanism for affordable housing in SCMV. 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.

2.3 Social Economic Update

Background: In 2002, the owner of Spring Creek Mountain Village (SCMV) surveyed the residents of the SCMV Trailer Park (formerly Restwell Trailer Park) regarding options for the redevelopment of the trailer park. In May 2009, a follow-up survey of trailer park residents was conducted to collect information about housing occupancy, housing satisfaction and the impacts of redevelopment. The information from the survey will be used to identify opportunities for improvements and to update the Town of Canmore on the status of redevelopment.

In parallel with the trailer park resident survey, owners and residents of new residential units in the first two buildings in SCMV (Glacier Rock Lodge and Morriane Ridge) were surveyed. The purpose of the survey was to collect feedback about housing occupancy and patterns of use. Survey results will be used to determine future market potential and demographics, and to update the Town of Canmore for the second phase of rezoning. SCMV contracted The Praxis Group™ to assist with both surveys.

Praxis, working in conjunction with the SCMV team, prepared a survey for trailer park residents and a separate survey for residents and owners in Glacier Rock Lodge and Morriane Ridge. For the purpose of comparison, the survey for new residents included questions from the *Town of Canmore Sense of Community Survey*¹ and *Canmore Second Home Owner Survey*², and several questions from the 2002 trailer park survey were incorporated into the 2009 survey.

In early May, SCMV representatives distributed the *SCMV Trailer Park Survey* and postage paid return envelopes to the 160 residences in the trailer park. The *SCMV New Resident Survey* and postage paid return envelopes was distributed to 120 units in Glacier Rock Lodge and Morriane Ridge. Owners and residents of Glacier Rock Lodge and Morriane Ridge had the additional option of completing the survey online. Deadline for survey submission was May 22, 2009. Eighty surveys were received from trailer park residents and 60 surveys were completed and submitted by Glacier Rock Lodge and Morriane Ridge owners and residents. All individuals completing the survey received either a \$50 gift certificate to Sobey's or a \$50 gift certificate to Iron Goat Restaurant.

To ensure confidentiality, the surveys were received, reviewed and analyzed by the Praxis. It is important to note that because participation in the surveys was voluntary and sample sizes were relatively low, particularly where respondents were streamed, the data is not statistically valid and cannot be considered representative of the entire population. Instead, the information presented in this document is intended to provide a general indication of occupancy, use, issues and preferences. The complete survey document is submitted under separate cover. A summary of findings is presented below.

Summary of Findings - SCMV Trailer Park Survey

- Almost all (96.2%) survey respondents indicated they are permanent (full-time) residents of Canmore, down just over 2% from 2002.
- Housing ownership dropped from 94.4% in 2002 to 77.5% in 2009.

¹ *Town of Canmore Sense of Community Survey (October 2008)* – Prepared by HarGroup Management Consultants for the Town of Canmore, Community Enrichment Service Area. The purpose of the survey was to establish benchmark measures that could be used to assess residential feelings of community, belonging, efficacy, neighborliness, safety, civic pride and satisfaction.

² *Town of Canmore Sense of Community Survey (October 2008)* - Prepared by HarGroup Management Consultants for the Town of Canmore, Community Enrichment Service Area. The purpose of the survey was to establish benchmark measures that could be used to assess residential feelings of community, belonging, efficacy, neighborliness, safety, civic pride and satisfaction.

- There are slightly fewer retired residents in 2009 (17%) than there were in 2002 (21.8%).
- The number of boarders and renters increased 3.4% since 2002.
- 67.5% of survey respondents have lived in Canmore for 11 or more years; 47.5% have lived in SCMV for 11 or more years; nearly 70% respondents have lived in SCMV for three or more years.
- Consistent with 2002, the most popular reason for choosing SCMV Trailer Park was affordability.
- Housing satisfaction remained consistent from 2002 to 2009; with over 75% of respondents indicating they are satisfied with their current housing.
- 18.2% of respondents said their level of housing satisfaction has decreased since the redevelopment process began.
- Over half (57.5%) of the survey respondents indicated that they have not experienced negative impacts from construction.
- Over half (53.6%) said that measures taken by the developer to reduce negative impacts have been effective.

Summary of Findings - SCMV New Resident Survey

- Over half (53.4%) of the individuals responding to the survey indicated they are permanent residents.
- 6.1% of the permanent residents responding described their housing unit as an investment property for resale.
- The top three property descriptions among non-permanent respondents were: investment property for resale (22.7%); get-away/second home residence (18.2%); and eventual retirement residence (13.6%).
- Both permanent and non-permanent residents top three most important amenities in Canmore were: scenery and surroundings; small town atmosphere; and recreational amenities.
- The majority of survey respondents (86.7%) agreed that there is a strong sense of community in Canmore.
- 23.9% of respondents used to live in SCMV Trailer Park.
- 32.6% of the permanent residents responding indicated they are very satisfied with SCMV; an additional 43.5% said they are satisfied.
- The majority of non-permanent SCMV residents responding (88.9%) reside full-time in another location in Alberta.
- Categories that reflected increased use by the owner's family and friends were the majority response regarding intended future use of their property.

Tax Revenue Summary:

Information on economic sustainability and InfraCycle lifecycle is included in the SSR for SCMV for all development Stages.

2.4 Traffic Impact Update

McElhanney Consulting Services Ltd. formerly Mountain Engineering Ltd. has provided a traffic update based on the traffic count data collected by the Town of Canmore at 5th Avenue and Spring Creek Gate. Permanent traffic counters were installed to monitor traffic at both access points to the development as a condition of approval of the Area Redevelopment Plan. On 5th Avenue, the traffic counter was installed in June 2006 and the data was collected until the end of April 2007 when the traffic counter was removed by the Town of Canmore as part of their stormwater improvement on 5th Avenue. The counter was not replaced until August 2008. Unfortunately the traffic counter on Spring Creek Gate was also damaged in March 2008 and not repaired until the Spring of 2009.

Despite the traffic counter malfunctions, data was available from the 5th Avenue counter for the Labour Day weekend in 2008, which is the busiest traffic weekend of the year for the development. This weekend was used for the analysis and has been compared to the two previous year's results. In 2008, the maximum volume was again on the Sunday of the Labour Day weekend (August 31, 2008) and a total of 1,378 vehicles used the access. This shows a slight increase from the 1,342 vehicles in 2007, but is still dramatically less than the 3,055 vehicles using 5th Avenue in 2006 before the Spring Creek Gate access was opened. In 2008, the average number of vehicles using the 5th Avenue access during the comparable period surrounding the Labour Day weekend was 1,081 vpd, which has increased slightly from 967 vpd in 2007, but is also substantially less than the 2010 vpd in 2006. No data is available from Spring Creek Gate for the Labour Day weekend in 2008 to determine whether the volume of traffic using the new access, or the total volume of traffic from the site, increased from the previous year. However, average counts for Spring Creek Gate are approximately 1,260 vpd.

From the data available it can be concluded that the amount of traffic on 5th Avenue and Main Street from SCMV been reduced from the predevelopment condition. The Spring Creek Gate entrance has had the desired effect of reducing the total traffic entering and exiting the site onto Main Street.

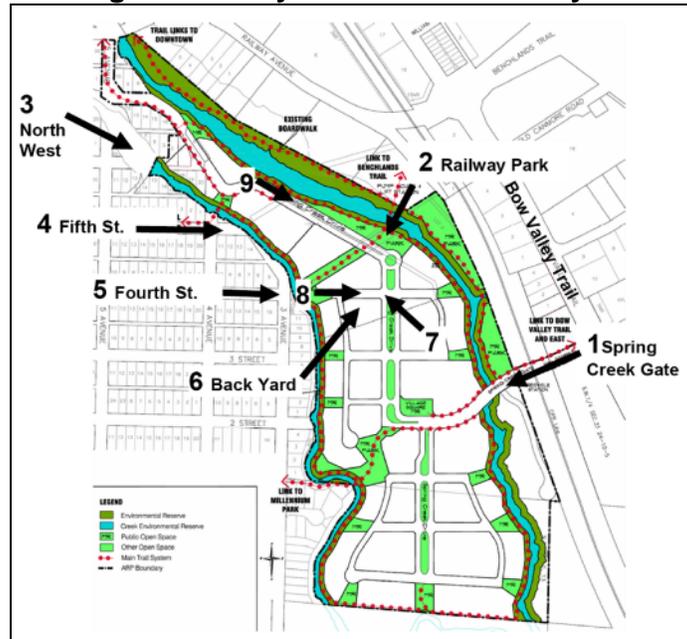
ONSITE PARKING: As only partial occupancy has occurred in the Stage 1 buildings, onsite parking figures are not available at this stage of development. Construction related parking has been primarily achieved with onsite temporary parking areas, and has had a negligible impact on any of the adjacent external public roadways.

2.5 Visual Analysis Update

The Direct Control SCMV Comprehensive Residential District (DC-SCMV-CR) requires that the "sight lines from within the project as well as from outside the project" be evaluated with each new Stage. The following analysis is presented with three of the

Stage 1 buildings under various stages of construction along with completed sections of Spring Creek Drive and adjacent mews streets. The access road, Spring Creek Gate, is also in use including the traffic roundabout, railway crossing and bridge over Policeman’s Creek.

Figure 2.5: Key Plan for Photo Analysis



A visual impact analysis was prepared and included as part of the Spring Creek Mountain Village Technical Reports document in 2003. The purpose of the analysis was mainly to assess the potential visual impact that the site development may have from various external viewpoints such as Bow Valley Trail, Railway Avenue and South Canmore. Where possible these same external views have been used to present a comparison between the virtual or anticipated viewscape and the actual view now that several apartment buildings have been constructed. Additional photographs have been included within the site to illustrate streetscape and architecture.

2.5.1 Spring Creek Gate - Eastern Boundary

Except for the Spring Creek Gate access from Bow Valley Trail, the development remains screened from view behind thick tree cover along the railway right of way. The recently constructed Spring Creek Gate access provides an attractive direct entrance to the development via a new traffic roundabout (Figure 2.5.1a) on Bow Valley Trail and new crossing of the railway and Policeman’s Creek (Figure 2.5.1b).





FIGURE 2.5.1a. Bow Valley Trail roundabout-view looking east.

This entry also serves as the primary access for construction traffic. Boulevard and median planting were not completed at the time of survey. In Stage 2 the existing manufactured housing units visible in this photograph will be replaced by the village square and adjacent buildings.



FIGURE 2.5.1b. Spring Creek Gate Railway crossing-view looking west.

2.5.2 Railway Park - North East Boundary

A new pedestrian bridge across Policeman’s Creek at the south end of the boardwalk will provide an attractive pedestrian linkage and visual window across Policeman’s Creek. The crossing will link Railway Park and the open space and trail system within Spring Creek Mountain Village. Figures 2.5.2a and b show views looking southwest towards Glacier Rock Lodge and the mountain backdrop. When completed this will be one of the main external trail links to the development.



FIGURE 2.5.2a View from Future Railway Park



FIGURE 2.5.2b New pedestrian bridge across Policeman’s Creek

2.5.3 North West Boundary - Spring Creek Pond

Figure 2.4.3a below shows a view from the bend in 5th Avenue along the north west boundary of the site. The four storey buildings on the right side of the frame are barely visible from this location. Figure 3b shows the view taken in 2003 and Figure 3c shows the development impact expected by development in 2003.



FIGURE 2.5.3a View South East across Spring Creek, Year 2008



FIGURE 2.5.3b View looking southeast across Spring Creek:



FIGURE 2.5.3 Conceptual View showing potential building impact from 2003 study.

2.5.4 West Boundary at Fifth Street

Figure 2.4.4 shows a view looking west along Fifth Street towards Rundle Cliffs Lodge still under construction and without exterior wall finishes. Reduced building height adjacent to Spring Creek provides a visually low impact from this viewpoint.



FIGURE 2.5.4 View looking east along 5th Street: Year 2008

2.5.5 West Boundary at 4th Street

Figure 2.5.5a shows a view looking west along 4th Street towards Glacier Rock Lodge. This photograph demonstrates the stepped roof heights and how the mews street orientation on the south side of the building aligns with 5th Street providing a more open view. Existing trees soften the visual impact from this location. For comparison, Figures 2.5.5b and 2.5.5c show the exhibits from the 2003 Visual Impact Assessment.



FIGURE 2.5.5a. View looking east along 4th Street. Year 2008

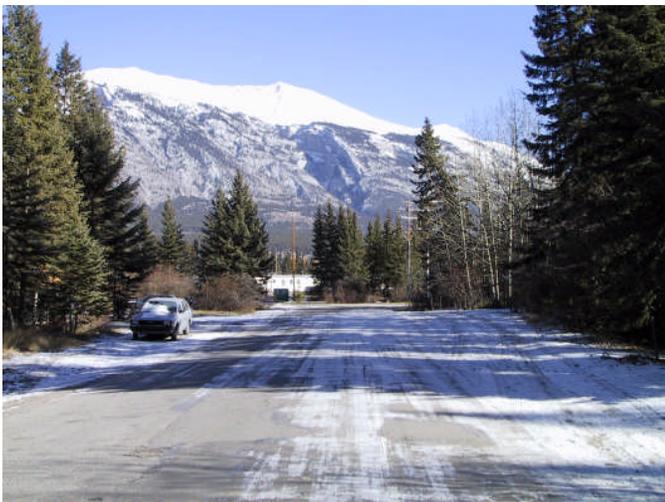


FIGURE 2.5.5b. Pre-development view looking east along 4th Street. Year 2003



FIGURE 2.5.5c. Conceptual view showing potential building impact from 2003 study.

2.5.6 West Boundary Residential Back Yard

Figure 2.5.6a shows a view looking northeast from a residential rear yard deck in the vicinity of 3rd Avenue and 3rd Street. The Stage 1 buildings are shown under construction and in the left building without final roofing or siding materials. Figure 2.5.6b shows a similar pre-development view taken in 2003.



FIGURE 2.5.6a. View looking northeast from residential rear deck located on 3rd Avenue backing Spring Creek



FIGURE 2.5.6b. Similar view taken in 2003 prior to redevelopment.

2.5.7 Internal Site Views – Roof Lines

Although all the Stage 1 buildings are still under construction, this view of Glacier Rock Lodge clearly demonstrates the stepped roof line diminishing from the Spring Creek Drive elevation on the right to the lower roof heights closer to Spring Creek on the left. This design approach reflects one of the basic urban design principles established in the Spring Creek Mountain Village Area Redevelopment Plan and land use regulations.



FIGURE 2.5.7 Glacier Rock Lodge (left) and Moraine Ridge Lodge showing stepped roof lines.

2.5.8 Internal Site Views – Mews Streets

Figure 2.5.8 shows the private mews street adjacent to Glacier Rock Lodge. The extensive use of paving blocks for sidewalks, driving lanes and parking bays complements the stone and wood textures of the building. The lower level parking access is shown on the left.



FIGURE 2.5.8 Mews Street adjacent to Glacier Rock Lodge

2.5.9 Internal Block Amenity

Internal block amenity area and landscaping for Moraine Ridge Lodge is shown on Figure 2.5.9



*FIGURE 2.5.9 Internal Block Amenity Area-
Morane Ridge Lodge*

2.5.10 Spring Creek Drive – North Section

Figure 2.5.10 shows the northern section of Spring Creek Drive and the treed interface between the street and Policeman’s Creek. Parking bays and the pedestrian crosswalk are clearly shown. Rundle Cliffs Lodge is under construction on the right of this picture and Moraine Ridge Lodge terminates the vista to the south.

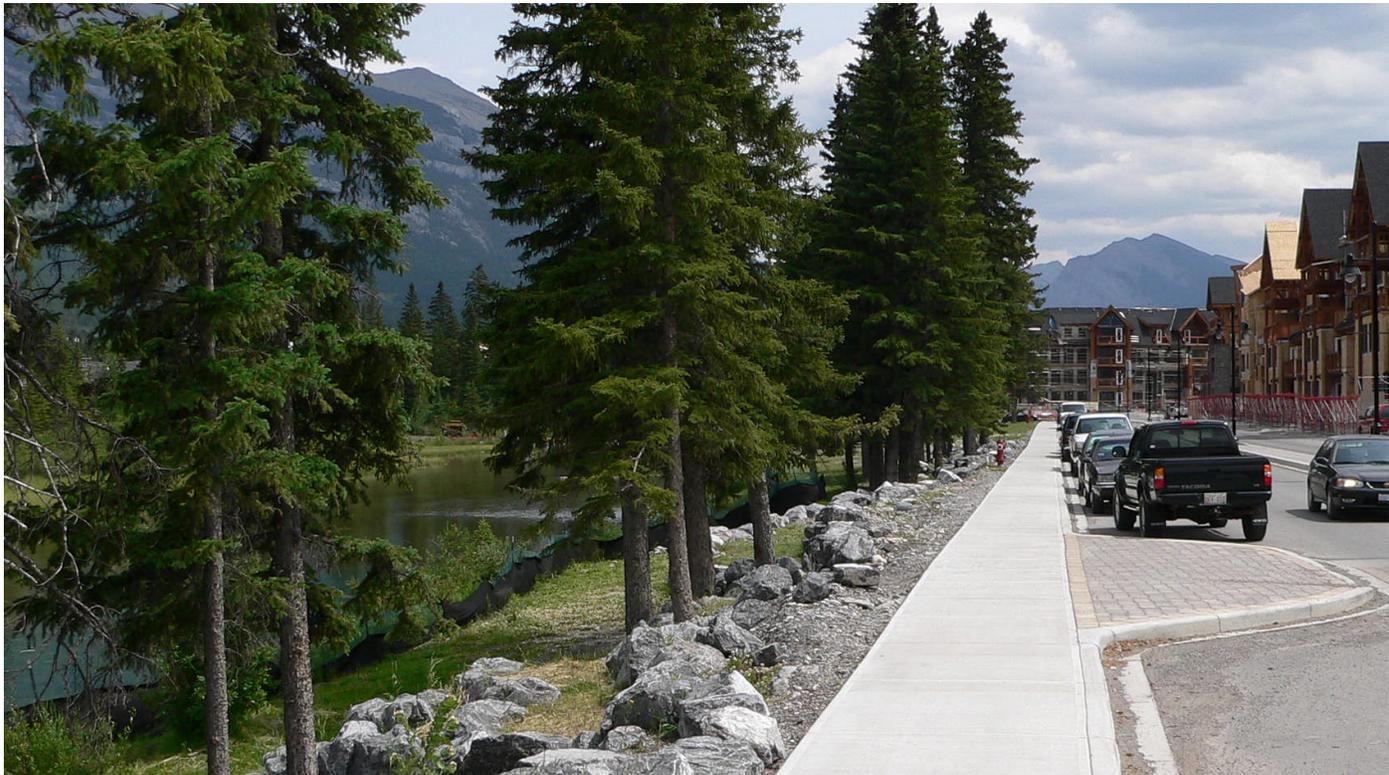


FIGURE 2.5.10 North Section of Spring Creek Drive looking southeast

Conclusion

Although only a part of Stage 1, including the first three buildings and the northern section of Spring Creek Drive, has been completed to date we believe it illustrates the unique nature of this development nestled in the heart of Canmore surrounded by creeks and within easy walking distance of downtown and established neighbourhoods. We

believe this visual analysis demonstrates how well the urban design principles set out in the Spring Creek Mountain Village Area Redevelopment Plan, Urban Design Guidelines, land use regulations and Landscape and Architectural Guidelines are being followed to create a vibrant, sustainable community which will enrich the physical and social fabric of Canmore.

2.6 Pedestrian Flow Impact on Adjacent Areas and Habitat Patch

As the buildings in Stage 1 are only partially occupied, pedestrian volumes are artificially low and any analysis of pedestrian impacts is premature. Construction fencing and environmental fencing along the creek temporarily restrict cross site pedestrian movements to some extent. However, the existing plank crossing of Spring Creek at 4th Street is still in use and the new bridge across



Figure 2.6.1 Existing Spring Creek pedestrian crossing at Fourth Street.

Policeman’s Creek (Figure 2.6.2) provides an important east/west pedestrian link which will tie into the south end of the boardwalk and the future Railway Park. Sidewalks have been construction along Spring Creek Gate providing good access from Bow Valley Trail and points east. Sections of the creek side pathway along Policeman’s Creek are under construction (Figure 2.6.3) At this time no change in the impact of pedestrians on the South Canmore Habitat Patch has been identified as a result of the Stage 1 development.



Figure 2.6.2 New pedestrian bridge



Figure 2.6.3 Section of creek side trail under construction adjacent to Morane Ridge Lodge

2.7 Review of Discretionary Uses

In October of 2007 a review of the SCMV-CR district was done by the Town and several additional uses considered appropriate for street level development fronting Spring Creek Drive were included. However, except for retail stores up to a maximum gross floor area of 75m² all other uses were (live/work). Stage 2 will include the Village Square and it is important that additional flexibility be allowed for a variety of smaller commercial uses at ground level around the square and along Spring Creek drive to the north. It is proposed that the same list of uses from the existing Bylaw be included but that the requirement for resident occupation be removed. A street level location along Spring Creek Drive or the Village Square will remain a requirement as proposed below. Live work studios restricted to Resident Occupied Ancillary uses are still included and would be identified at the development permit stage.

A complete listing of proposed changes to the SCMV-CR District is included with the proposed Land Use Bylaw amendment.

DISCRETIONARY USES STREET LEVEL, SPRING CREEK DRIVE AND VILLAGE SQUARE ONLY

Retail Stores (maximum gross floor area 75m²)
Athletic and recreational facilities
Arts and crafts studios
Cultural establishments
Daycare facilities
Drinking establishments
Convenience stores
Eating establishments
Liquor stores (maximum gross floor area 75m²)
Live/work studios

Medical clinics
Offices
Personal service business

3.0 RATIONALE FOR STAGE 2

In view of the progress achieved to date with Stage 1 it is important for project continuity that Stage 2 land use approvals and building design proceed. The rationale for the Stage 2 timing and boundary are discussed below.

3.1 Lead Time Requirements for Stage 2

The timing of land use approvals, building design, market analysis and the tendering process for Stage 2 is estimated to take approximately 2 years. It is essential that sufficient lead time is included in the project scheduling. Demand has been expressed in the immediate short term for the provision of a seniors housing complex in Stage 2 and a locational analysis is in progress. All the residential blocks/buildings in Stage 1 are at various stages of design or construction and should be completed by May 2011. The target completion dates for Stage 1 buildings are as follows:

Glacier Rock Lodge -	November 2008
Moraine ridge Lodge -	March 2009
Rundle Cliff Lodge -	November 2009
Cambrian Mountain Lodge -	2011.

3.2 Continuity of Transportation Network

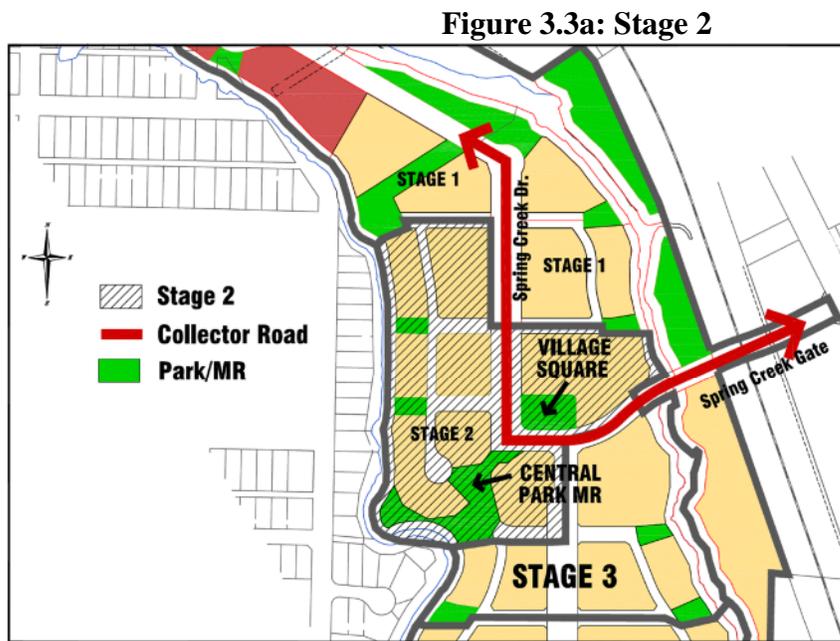
Continuity of the main road through the development area from the traffic circle on Bow Valley Trail to 8th Street is a key element in the community design. Spring Creek Drive is the focus for the commercial and higher density residential components of the village and is the main corridor for vehicular and pedestrian movement. As development continues, it is not considered feasible to develop Stage 2 without completion of this road link. The implications for the boundary area required for Stage 2 are discussed below.

3.3 Stage 2 Boundary Considerations

There are two important considerations in establishing the boundary for Stage 2:

1. Continuity of the internal collector road system as discussed above.
2. The ability to include the village square and central park community focal point in Stage 2 along with the surrounding buildings. The urban design and architecture of the village square will be key to the overall success of Spring Creek Mountain Village and this should be designed as a single comprehensive Stage.

Figure 3.3a shows the collector road link, village square and central park within the proposed Stage 2 area.



To accommodate the road and land uses proposed above, the Stage 2 boundary has been adjusted from the preliminary boundary location shown in the ARP. The Stage 3 and 4 areas have been changed accordingly. Figure 3.3b shows the overall proposed staging together with the main land uses.

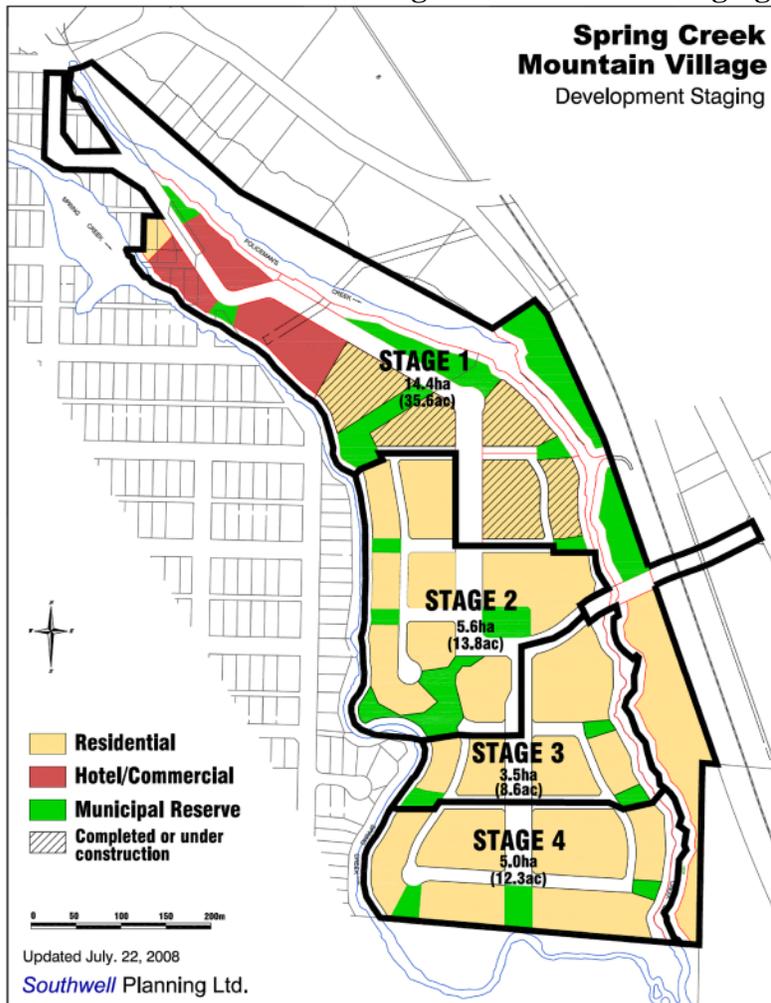
Figure 3.3b Shows the overall revised staging plan. With the adjusted Stage 2 boundary the remaining Stages 3 and 4 areas are reduced in size. A revised table of area and unit estimates by stage is presented below in Table 3.3.

Table 3.3: Area and Units by Stage

	<i>STAGE 1</i>	<i>STAGE 2</i>	<i>STAGE 3</i>	<i>STAGE 4</i>	<i>TOTAL</i>
AREA Ha	14.4	5.6	3.5	5.0	28.5
AREA Ac.	35.6	13.8	8.6	12.3	70.3
UNIT	231	354	221	244	1050

Notes: Areas and units are approximate and subject to change. Unit count does not include bonus units based on PAH provision.

Figure 3.3b: Overall Staging



3.4 Summary

This report and the Stage 1 construction work completed and underway demonstrate many of the urban design principles and architecture of Spring Creek Mountain Village.

These principles follow closely the ARP objectives and Urban Design Guidelines approved by Council in 2004 as well as the Landscape and Architectural Guidelines established by the developer. The analysis of Stage 1 development to date and the requirements for Stage 2 continuity show the following:

1. The building heights, densities and floor area ratios established in the land use bylaw under the SCMV-CR District are workable. Some additional flexibility in height is requested to improve roof designs and architectural feature elements.
2. The principle of stepped building heights achieves the desired objective of reduced building massing towards the edges along Spring and Policeman's Creeks
3. A strong street edge along Spring Creek Drive can be achieved through variable setbacks, corner architectural elements, canopies and breezeway entrances to interior open spaces.
4. The concept of live/work studios can be integrated into the street front design. Nine live/work studios are included in the Stage 1 buildings and several are operational. Live/work studios should continue to be supported.
5. From a visual standpoint the Stage 1 development, which is still under construction, meets the "neighbourhood fit" expectations established in the ARP both from an internal and external viewpoint. The visual analysis will be updated as development proceeds and building and landscape elements are completed.
6. The Spring Creek Gate access from Bow Valley Trail has had a significant impact on reducing traffic volumes on the Main Street access to the north. Monitoring will continue with each Stage.
7. The principle of private mews streets has been demonstrated in part by the constructed section south of Glacier Rock Lodge. This will be further demonstrated with the design and construction of Cambrian Mountain Lodge.
8. From a timing perspective Stage 2 Land Use approvals are required as soon as possible to allow sufficient lead time Stage 2 and the opportunity for a seniors housing project.
9. The Stage 2 boundary should be revised to allow continuity of the collector road (Spring Creek Drive and Spring Creek Gate) between Bow Valley Trail to the east and 8th Street to the north.
10. The Village Square and central MR feature should be included in Stage 2 to create a community focal point and meeting place.
11. To support point 10 above, commercial uses should be encouraged at the ground floor level around the village square and along Spring Creek Drive within Stage 2.
12. The opportunity for PAH housing to continue to be provided in SCMV is supported by the proposed land use amendment.