

# APPENDIX B

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## SPRING CREEK MOUNTAIN VILLAGE URBAN DESIGN GUIDELINES

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## **Purpose of the document**

Urban Design Guidelines are intended to support the policies of the Area Restructuring Plan. The document outlines the key principles that should guide further design work to achieve the vision described by the ARP.

Various outcomes are possible if these Guidelines and the Area Redevelopment Plan are fully implemented. The illustrations on the following pages are intended to demonstrate just one of the possible physical urban forms resulting from the full application of these documents. Other solutions are possible and they may come before the approving authority at future approval stages. They will follow the spirit of these guidelines and will allow further opportunities to shape and fine-tune the urban form in response to the then-current economic and social conditions.

## **Introduction**

Surrounded by the mountains, in close proximity to the National Parks, Canmore continues to build an environmentally and socially conscious, sports and nature oriented community. The residents of Canmore choose to live there largely because of the town's natural setting, socio-economic profile and its physical character. These unique qualities are embraced and advanced in the proposed re-development of the Restwell Trailer Park.

Spring Creek is nestled in the very heart of Canmore and the Concept Plan builds on the proximity of Downtown and the connections to the neighbouring established communities. This is a natural and proper location for a sensibly introduced greater density and variety of housing types supplemented by some commercial uses.

The proposed redevelopment envisions a vibrant, sustainable community of rich social and urban texture, distinct but well connected to the wider area. The plan allows for the preservation and rehabilitation of natural areas, provides housing for all socio-economic strata, offers new places of employment, and enriches the urban fabric of Canmore.

The project will be developed over a period of approximately 15 to 20 years.



# Concept Plan

## Key Organizing Principles

### 1. Mobility corridors

Urban open spaces: streets, plazas, trails, parks – the corridors of human mobility – are the primary image forming elements of any town or city. Since urban environments are discovered and learned through movement, the arrangement and character of the mobility corridors govern the future perception of the entire project. “Mental mapping” of the whole development by residents and visitors is assisted by:

- Simplicity and legibility of the overall plan
- Predictable, natural street alignments
- Easily identifiable key transportation nodes
- Memorable landmarks marking key vistas
- Distinct edges of the developed blocks
- Distinct street types

The **streets** describe the primary movement patterns and shall be guided by the following principles:

- Understandable grid aligned with the existing old Canmore system
- Redundancy of connections – ever-present choice of routes with no dead-ends
- Alignments that preserve and reinforce (frame) mountain views
- Urban design composition that prescribes locations of landmark building forms, gateway and view framing buildings complementing and reinforcing the street orientation
- Reduced scale of roadbeds and extensive use of traffic calming devices to maintain a pedestrian-friendly road system
- Splitting main arteries into two smaller traffic corridors - easier to cross for pedestrians and vehicles and discouraging speeding
- Central linear park depths that allow for 2 turning vehicles stacking, eliminating the need for turning lanes (reducing roadbed width and pedestrian crossings length) at intersections of Spring Creek Drive
- Parallel street parking that provides pedestrian separation from moving traffic and allows access to small commercial uses
- Streets that change character in agreement with the change of the building types that form their edges
- Side streets end on landscaped connections to the creek side trail system
- Street patterns that strongly discourage shortcutting through the development, while channeling most of the traffic to and from the project through Spring Creek Gate - the new Bow Valley Trail connector road



Pedestrian and biking **paths** independent of streets shall be governed by the following principles:

- Trail and path systems logically connected to the outer communities
- No dead ends, development blocks permeable to pedestrian traffic
- Redundancy of routes leading to the same destination
- Varied character: from busy, paved urban plazas to contemplative view-points in pristine natural settings
- All development areas are pedestrian accessible and the creek side trail system can be accessed at every block

## **2. Districts and Their Edges**

The buildings contribute to the structure of the mobility corridors by forming the edges between them and the interiors of the blocks. Areas of roughly consistent built form will be perceived as “districts” forming the major components of the project (as identified on p.6) and its mental map. The edges of the districts will vary from clearly defined (as Village Square) to gentle transitions. The building form will be controlled block-by-block through the Land Use Bylaw mainly for the benefit of the communal open spaces: streets, plazas, parks, trails and paths. The following principles shall guide the built form:

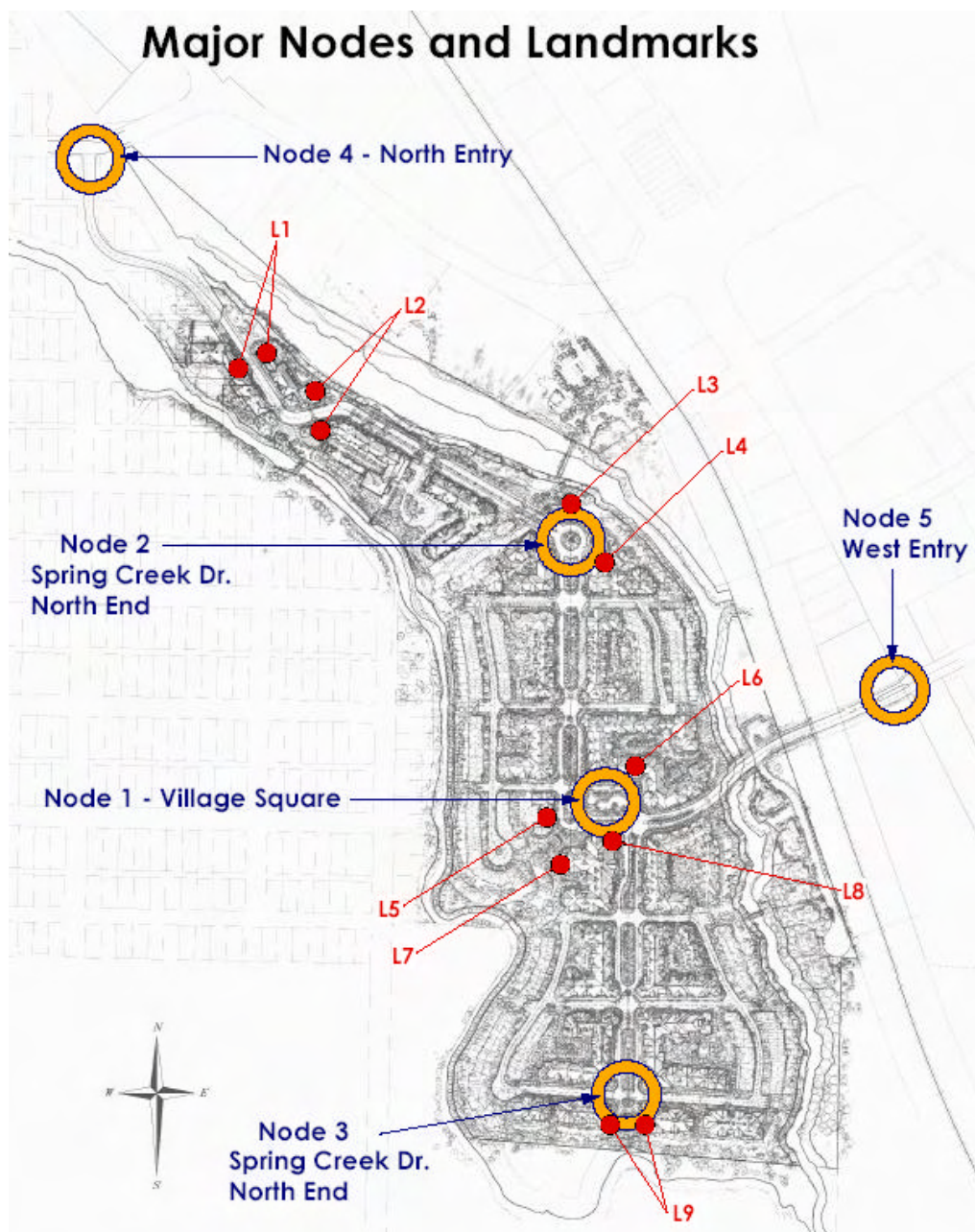
- All buildings should front onto the streets creating clear ‘blocks’.
- Main floor units should have street access and addresses.
- Main floors along Spring Creek Drive will permit commercial uses.
- Main floors in the North entry area and the Village Square shall require commercial uses accessible from the street.
- The envelopes for the building fronts on each block will be established in the Land Use Bylaw. A limit of 4.5 floors, with a top floor setback will be imposed along Spring Creek Drive; the outlying mews areas will be limited to 2.5 storeys in height.
- Massing and scale of buildings should change with the street type.
- The space within every block interior should be contiguous, well-programmed and fully usable
- The rear yards fronting on the creek side trail system form an important edge and will be regulated.
- Solar access and views of the mountains should be maximized, overshadowing controlled
- Architectural Design Guidelines will be developed for each phase in order to control building design quality, variety and consistency.

### 3. Nodes and Landmarks

The nodes and landmarks play a key role in forming its image in the public mind and are indispensable for the complete “mental map” of the development.

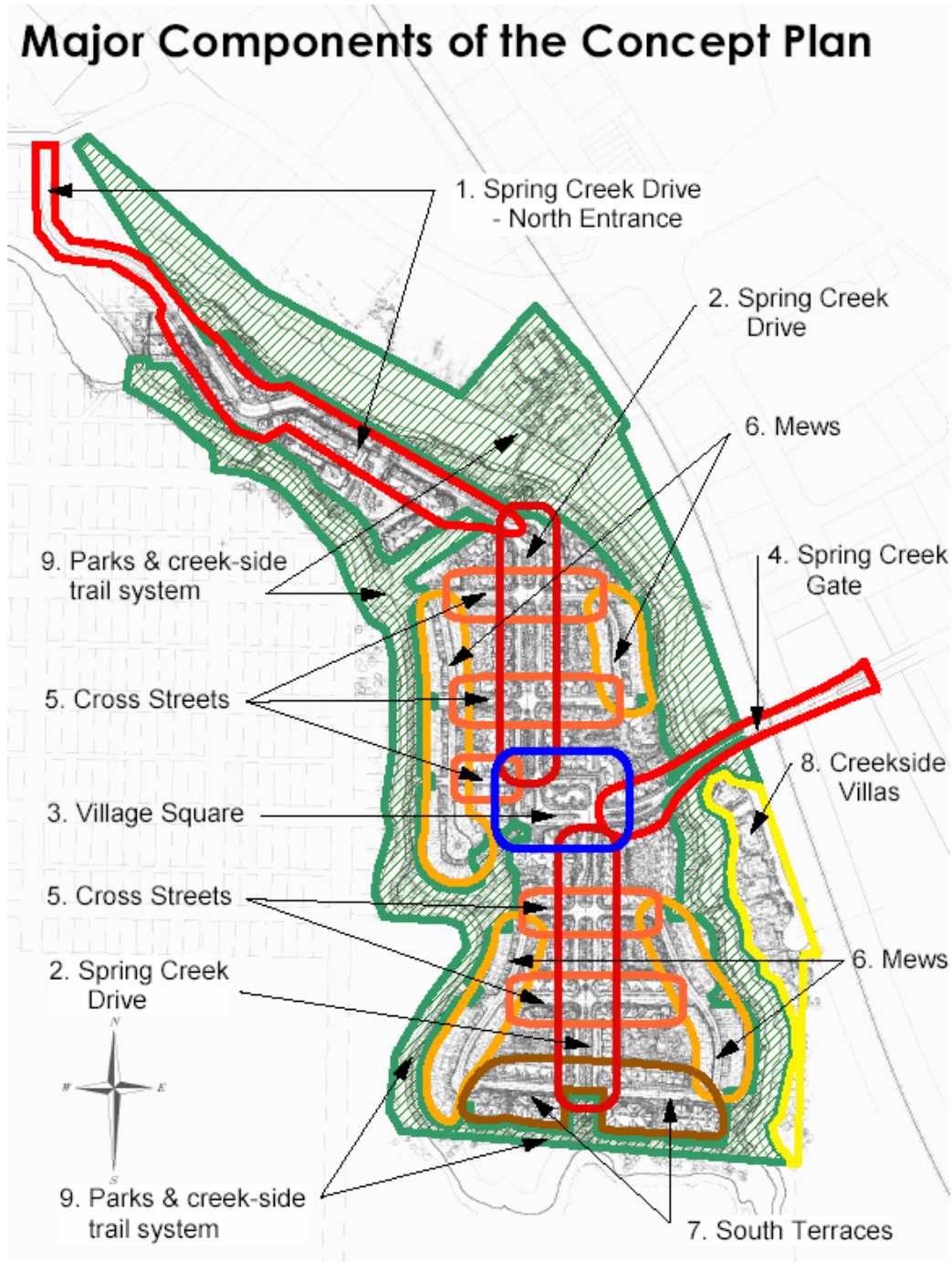
Well-defined nodes of the mobility patterns are essential orientation devices and should be reinforced by the built form and the landscaping. They ought to be easily recognizable and identifiable. The Concept Plan gives a strong individual form to each of the key nodes: Village Square (1), the South (2) and North ends (3) of the Spring Creek Drive, as well as the entries to the project (4 and 5).

Easy to spot compositions of buildings, unique architectural articulation and clearly identifiable uses form a system of landmarks. The intended location of the landmarks (L1 to L9) is indicated in every area discussed below and tends to terminate long vistas, mark changes of direction and reinforce the nodes and edges of districts. The positioning of landmark elements in the blocks where they are needed should be incorporated into the Architectural Design Guidelines to ensure that the integrity of the urban composition is maintained throughout the development.



**MAJOR COMPONENTS OF THE CONCEPT PLAN:**

1. Spring Creek Drive – North Entrance
2. Spring Creek Drive
3. Village Square
4. Spring Creek Gate
5. Cross Streets
6. Mews
7. South Terraces
8. Creekside Villas
9. Parks and Creek-side trail system





## SPRING CREEK DRIVE – NORTH ENTRANCE

**Uses:** Hotels, conference facilities, restaurants and visitor oriented commercial.

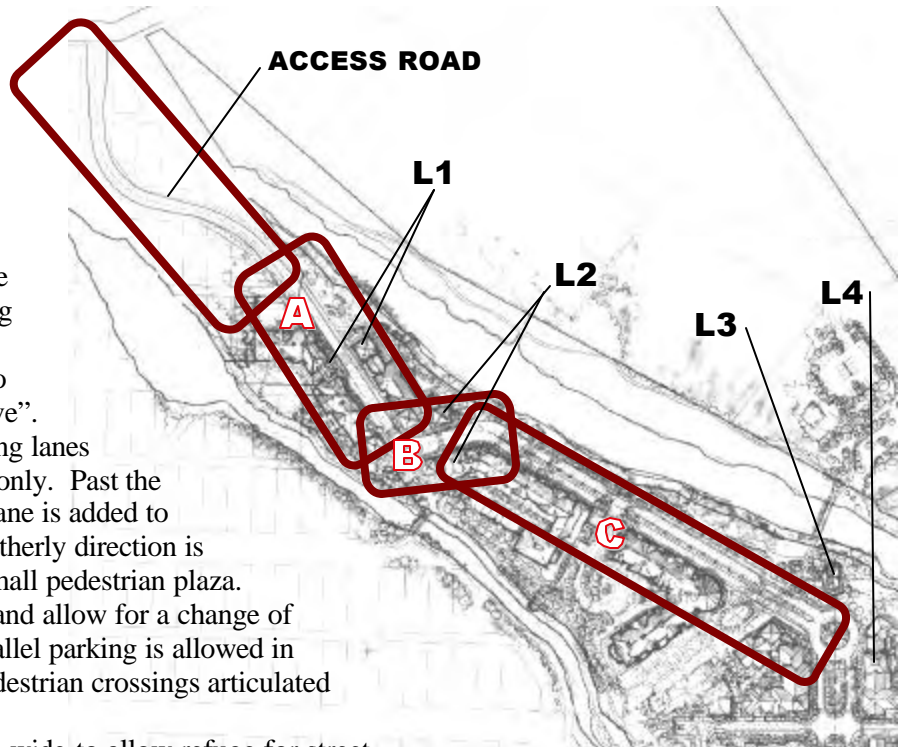
### Streets:

**Access Road:** Existing Entry Road should be rehabilitated to better accommodate pedestrian and bicycle traffic and to introduce street lighting consistent with the remainder of the project. It would be very desirable to rename the road “Spring Creek Drive”.

**Area A:** The roadway has two driving lanes (7.0m) with a sidewalk on one side only. Past the Gateway buildings (L 1) a parking lane is added to one side of the drive lanes. The southerly direction is aligned to mountain views over a small pedestrian plaza.

**Area B:** Two turns slow the traffic and allow for a change of view and character of the road. Parallel parking is allowed in both directions, there are several pedestrian crossings articulated by changes of the roadway surface.

**Area C:** The median should be 1.5m wide to allow refuge for street crossing pedestrians while accommodating the light standards, hydrants, interspaced with low, ground covering shrubs. A 2.5 m (min.) wide sidewalk is envisioned along the buildings while on the opposite side a park with a pedestrian and bike trail stretches to the creek banks. Up to three driveways could access the street, two of them allowing only right turns. This section terminates on a widened median forming a simplified traffic circle and connecting it to Spring Creek Drive. The traffic island is intended to be a notable landscape feature.



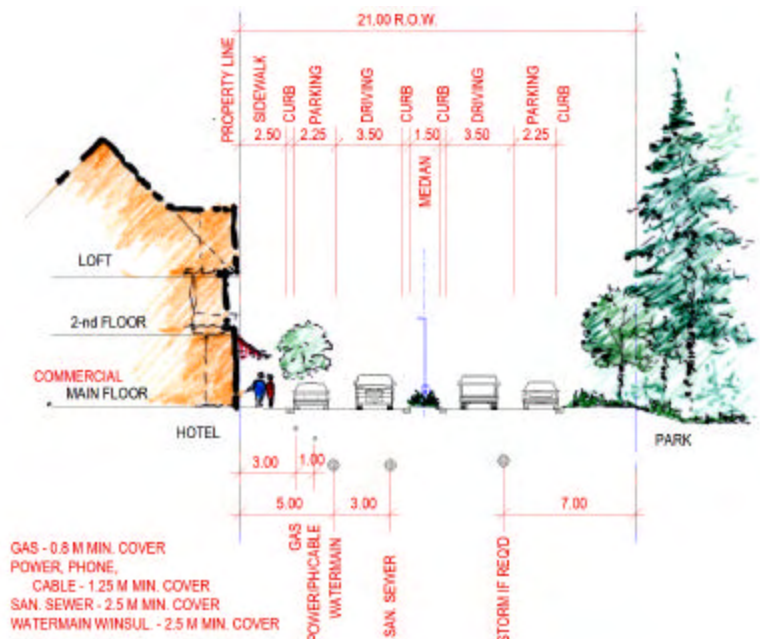
### Built Form:

Four Landmarks (L1 to L4) are envisioned in this area. Commercial uses are allowed throughout and are needed along the street frontages in Areas B and C to animate the street fronts.

**Area A:** Buildings (mostly hotel) shall be a maximum 2.5 storeys except for accent elements (including L1). The development on both sides of the street shall be closely coordinated.

**Area B:** The urban pedestrian plaza coinciding with the turn of the road and the pedestrian bridge over Spring Creek is served directly by the hotel commercial functions.

**Area C:** A 6.0m driveway offers access to the entries and parking garages of the main hotel and the residential complex. It should not interrupt the continuity of the street frontage and may be bridged by buildings above. The hotel complex shall have a height limit of 2.5 storeys on the Spring Creek side and 3.5 storeys on the Policeman's Creek side. The residential complex facing the park (P2) (to be built in the required right of way) will encourage commercial uses facing the street, will not exceed 4.5 storeys in height.





## SPRING CREEK DRIVE

**Uses:** Mixed use buildings: residential apartment, destination and local commercial, seniors independent living, resort hotel

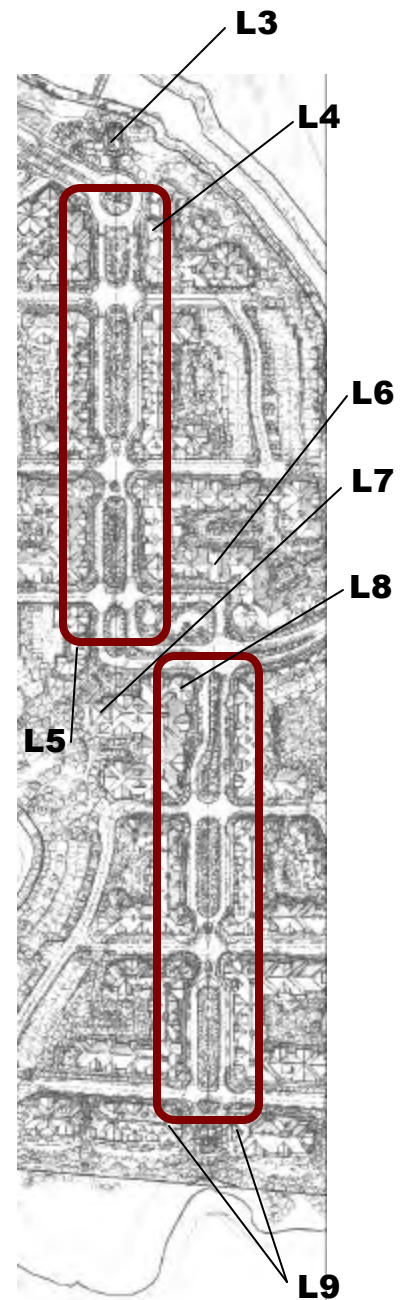
### Streets:

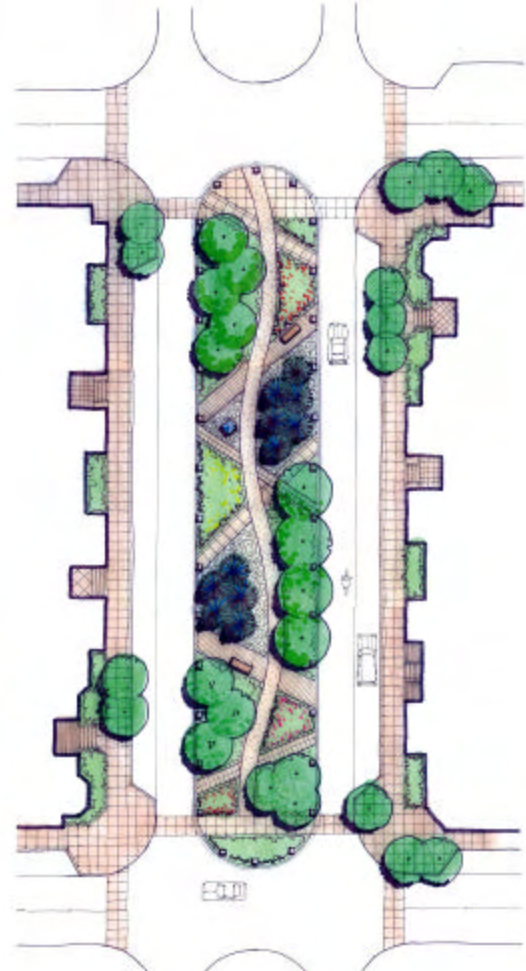
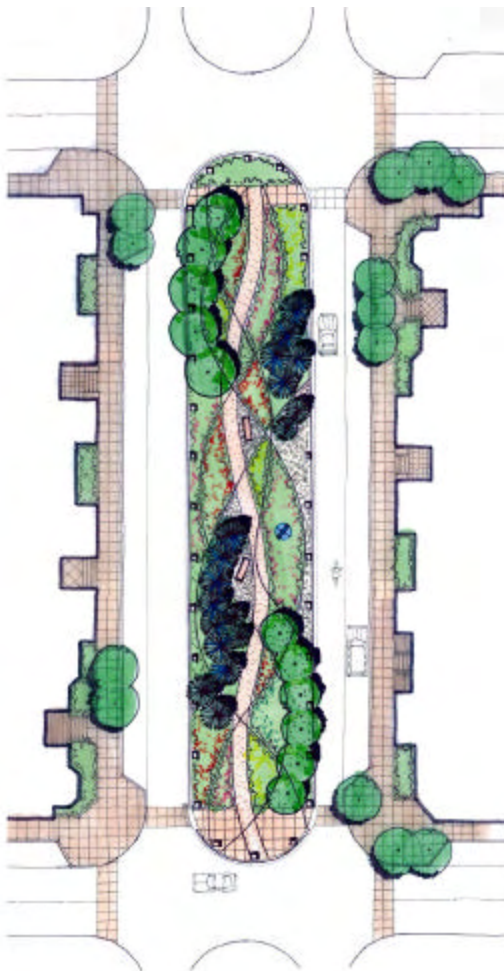
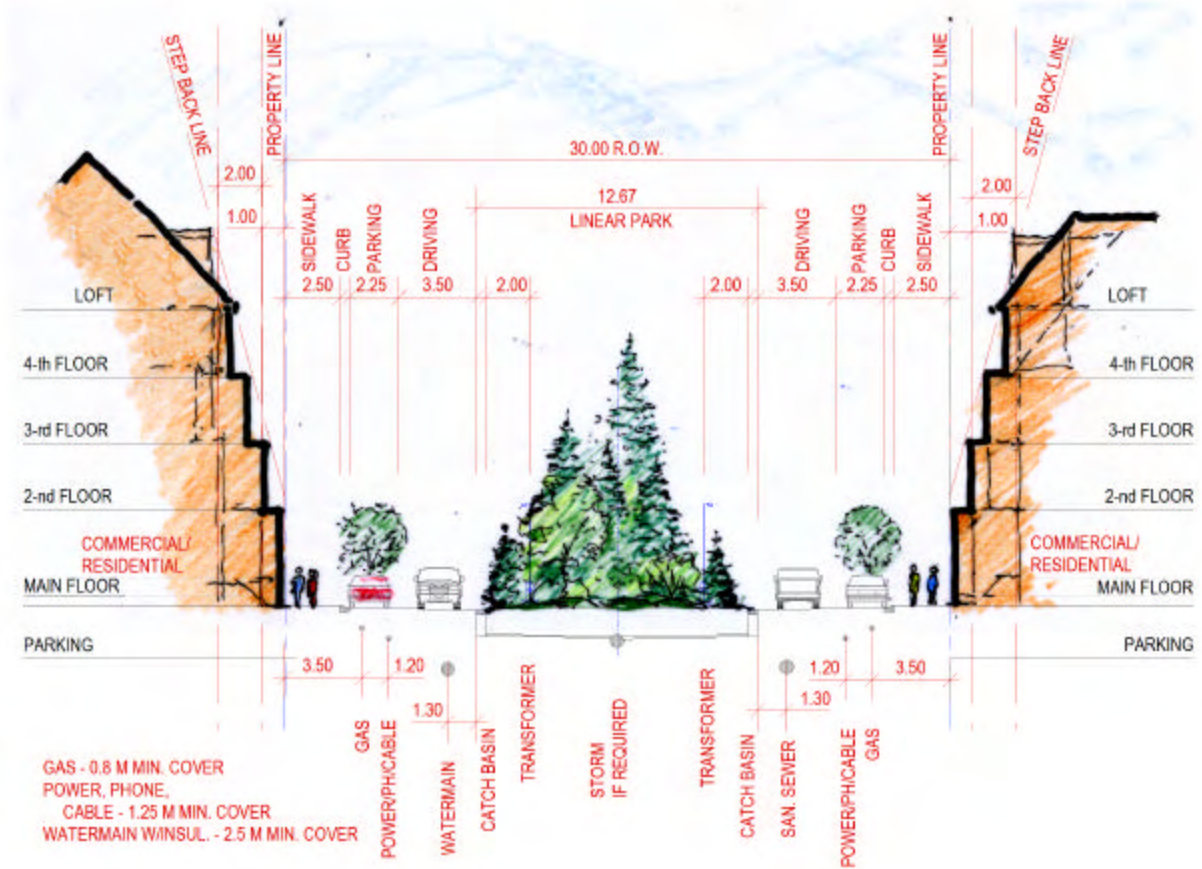
These streets, of 30.0m right of way, feature a continuous, over 12.0 m wide, central linear park system. On each side of the linear park there is a single driving lane and a single parking lane followed by a 25m sidewalk with buildings abutting it directly. Vehicles turning left can stack two-deep within the width of the linear park eliminating the need for an additional turning lane. The central island linear park will incorporate street lighting and hydrants and allow a variety of uses and landscaping forms to reduce the traffic noise within the right of way. The roadways should have 'pedestrian bulbs' at all intersections to reduce the crossing distance. Mid-block pedestrian crossings should be allowed. Pedestrian crossings should be designed as traffic calming devices and should feature surface changes. No driveways or parking access points will be allowed to connect to Spring Creek Drive.

### Built Form:

Buildings facing Spring Creek Drive will have a height limit of 4.5 storeys and should form a continuous, but articulated street frontage. Landmarks should be sited in the indicated locations and may exceed the height limit. The building envelope shall follow a "step-back" line starting 4.5m above sidewalk at property line and leaning away from the street at 15°. A minimum of 60% of the main floor block frontage should be within 1.0 m from the property line and a minimum of 25% shall be set back 1.0 m for façade articulation. No part of the main floor frontage should be further than 3.0 m from the property line. The main floor should be designed to eventually allow commercial uses (possibly through minor building modifications) along the entire block front and a minimum of 40% of the frontage should make commercial use possible at the initial construction completion. The main floor units are expected to have direct street address and dual frontage allowing for live-work settings. Residences may have floors up to 1.2 m above the sidewalk. The main floor commercial-ready units should either have their floor levels within 0.4 m above the sidewalk or at up to 1.2 m above sidewalk, if they are provided with continuous front glazing that starts at the floor level. The intent is to provide for an attractive walking experience by ensuring window displays or views into commercial uses. The types of commercial uses envisioned as predominant include: live-work studios (art studios, design studios, consultants, engineering, etc.), small offices (law, real estate, insurance or financial services, etc.), personal services (chiropractor, massage, hairstyling, etc.) and other destination type functions.

One or two exterior pedestrian accesses to the interior of the block should be provided within each block. Every end-of-block building should incorporate some form of corner accent while treating both frontages equally.







## VILLAGE SQUARE

**Uses:** Mixed use buildings: resort hotel, apartments, local commercial, visitor commercial, community related services.

**Streets:** This is the main crossroads of the entire development: Spring Creek Gate feeds traffic into Spring Creek Drive.

Spring Creek Gate enters the Village Square with a 1.5m median, containing a line of street lights with one driving lane and one turning lane on entry, two driving lanes on exit and with sidewalks on both sides. The connector between the two parts of Spring Creek Drive, as well as the Southern leg of the Drive, continue the same median, but may have a parking lane in addition to the driving lane on each side. The Northern leg of Spring Creek Drive continues the linear park system.

“Pedestrian bulbs” should replace parking lanes at intersections adding to the numerous safe pedestrian crossings with pavement changes in the area. All major roadways are aligned for views focusing on Landmarks (L5 to L8) and major mountain vistas.

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

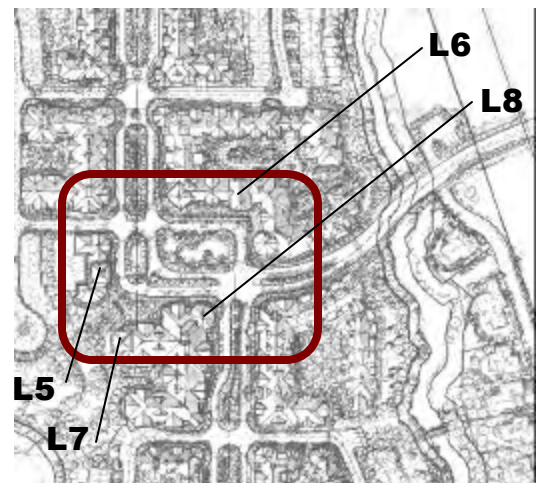
The center of the square should be landscaped as an urban park and may have a skating rink or a water feature. This is the focal point of the area and is easily accessed by pedestrians from all sides and strongly connected to the park and trail system through the SW corner of the Square.

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

### Built Form:

All buildings around the Square should have main floor facades at the property line (no setbacks), should have commercial uses accessible from the sidewalk and should incorporate landmark elements where required. All buildings, except for the North and East flank of the Square, should follow the Spring Creek Drive “step-back line” requirement. The height will be limited to 4.5 storeys except for the Landmark 6, which may extend up to 3.0m higher. The buildings flanking the North-East corner are expected to have community oriented commercial uses on the main floor. These façades, with Southern and Western exposure could accommodate

local retail (café, bakery, etc.) and services that encourage the use of the square. At grade, the buildings should follow the property line with no setback, but possibly with a front arcade or awnings encroaching over the sidewalk. The West flank is intended as the potential location of community services, such as the mailboxes, daycare or fitness facility, a gathering space, dispenser of local water, etc., possibly in combination with residential and commercial uses. Buildings around the square should give preference to smaller residential units to help populate the area. Wider sidewalks, no setbacks and commercial uses along all main floors are intended to give this area a strongly urban feel.





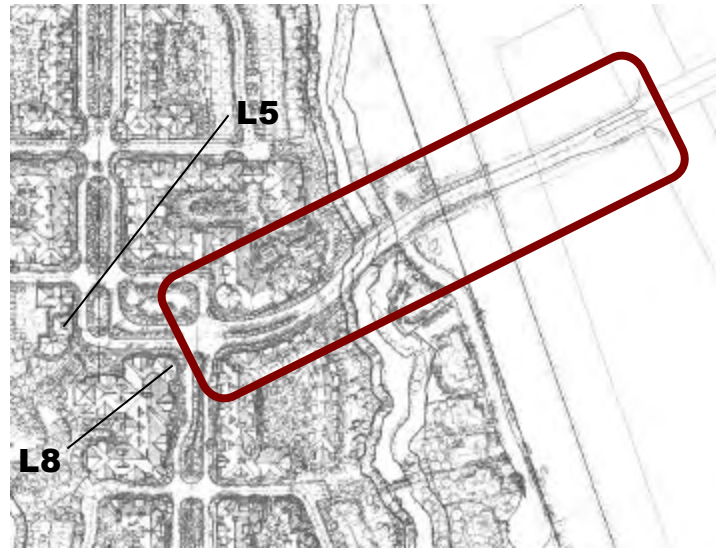
## SPRING CREEK GATE

**Uses:** Access road, signage and entry features, parks, parking, residential and resort hotel.

**Streets:** The west end of Spring Creek Gate begins with two traffic lanes in each direction at the Village Square end. This narrows to one lane each way from the bridge to near the Bow Valley Trail intersection, where a supplementary turning lane could be added. Narrow medians with hard landscaping and aligned central light standards should appear at both ends of this main entry road. There will be no on-street parking, but small access roads will enter from both sides.

Sidewalks should follow both sides of the roadway from the Village Square for about 20m where they begin to be separated from the roadway by narrow strips of vegetation and trees. Sidewalks connect to the trail system on both sides of the bridge, and continue from the bridge to Bow Valley Trail, as a single 1.5 m sidewalk, on the south side of the road.

Pedestrian crossings should be visible from a distance and should be allowed only near the bridge and at the intersections terminating the road. This is intended to be an efficient vehicular connector carrying up to 7,000 vehicles per day.



**Built Form:** Entry features and signage at the Bow Valley Trail entry should be designed as a sculptural landmark or environmental art form complemented by soft landscaping. On the Village Square end of the road, the buildings should conform to the Cross Streets building guidelines, except for the creek side, where 3 storeys will be allowed within 30 meters from the road right of way.

## CROSS STREETS

**Uses:** Residential: apartment, stacked townhouse, townhouse style, mature adult residences, resort hotel, community services.

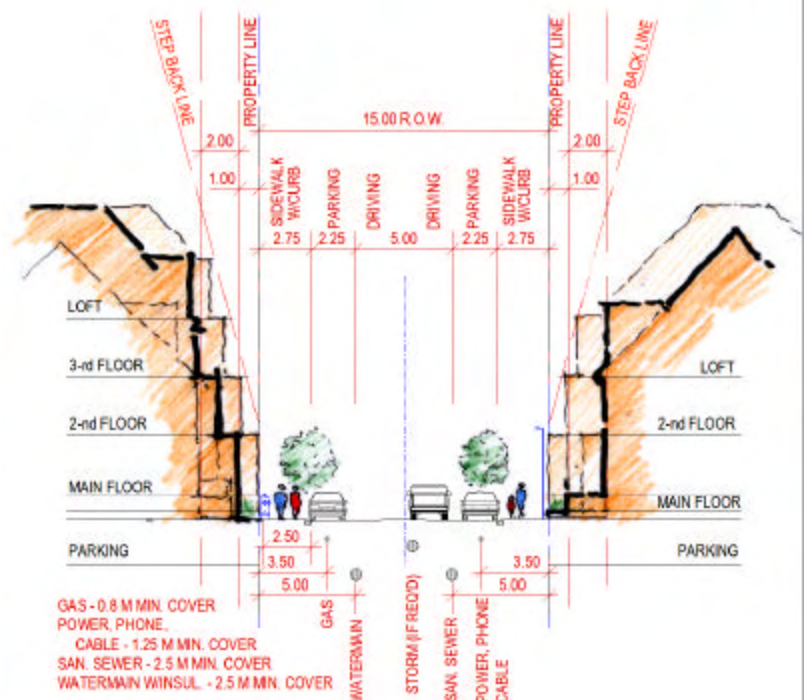
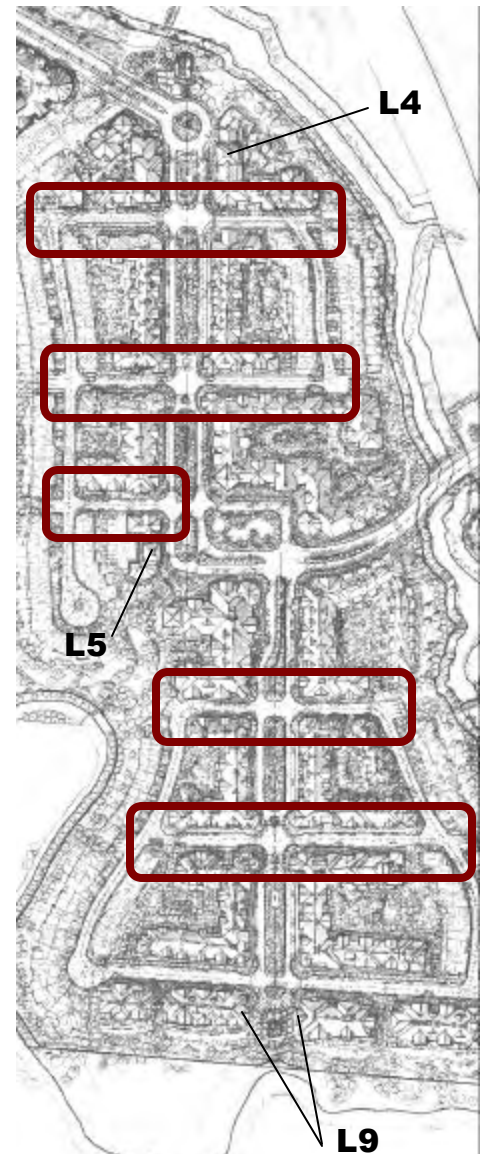
**Streets:** One driving lane with one parking lane in each direction, flanked with 2.0m sidewalks. The narrow roadbed of 9.5m total width will promote slower traffic. Each street, aligned with the existing town street grid across Spring Creek, will preserve the long vistas by not terminating on buildings, but having parking spaces (or widened turns) and pedestrian connections to the trail system at the terminus. Parkade access and block interior access driveways connect to the Cross Streets where required.

**Built Form:** The buildings along the Cross Streets should gradually diminish in height and change uses to form a transition from higher to lower density areas.

*Within 20.0m of the Spring Creek Drive right of way* the maximum height will be 4.5 storeys, the “step-back” line of the Spring Creek Drive district shall be imposed and commercial uses will be encouraged. The building face at grade should be within 1.5 m of the property line and the main floors should not be higher than 1.2 m above the sidewalk with glazing starting at the floor level for commercial uses. Corner entries into buildings or public passages into the interior of the block (preferably 2 storeys in height) will be encouraged.

*Within 10.0 m of the mews right of way* no more than 2.5 storeys in height will be allowed and mostly townhouses and stacked townhouses should be permitted.

The buildings *between the above limits* should descend from Spring Creek Drive towards the mews, from a maximum of 4 to a maximum of 3 storeys in height, will be residential only (apartment, stacked townhouse), should have fronts within 3.0 m of the property line and will permit parkade and block interior vehicular access.



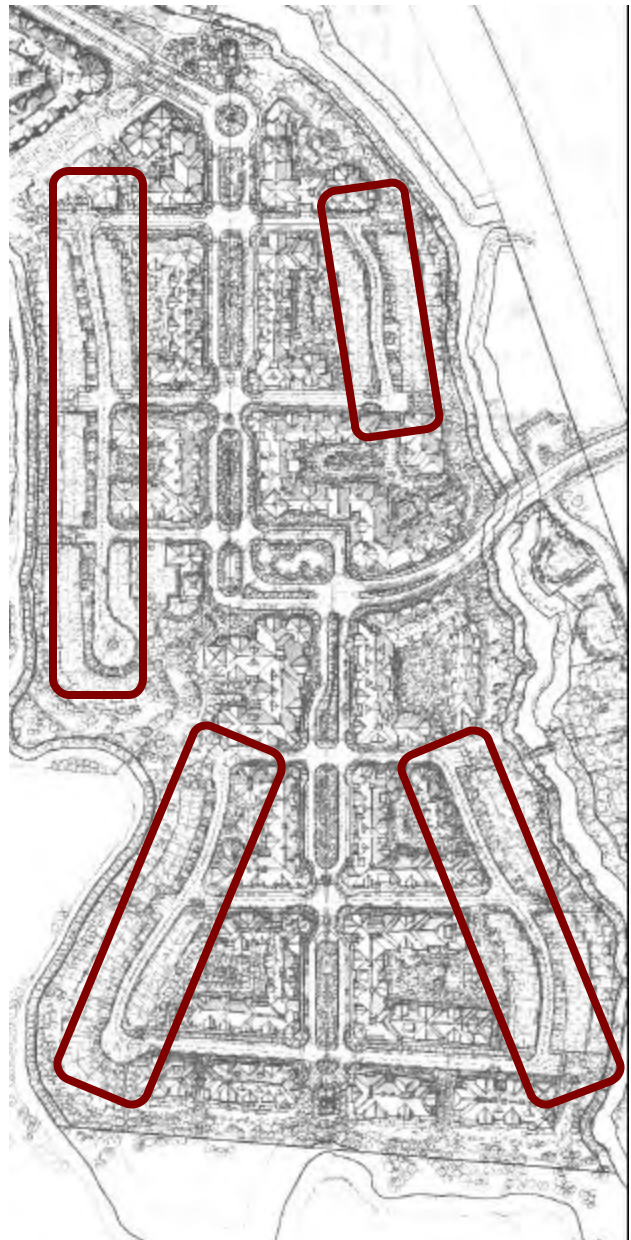
## MEWS

**Uses:** Residential.

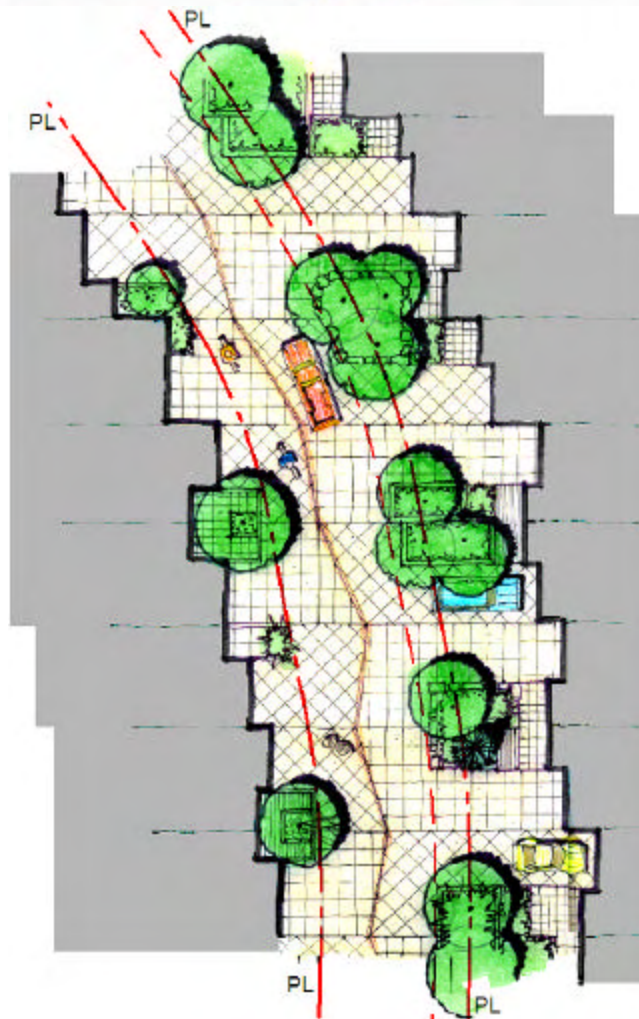
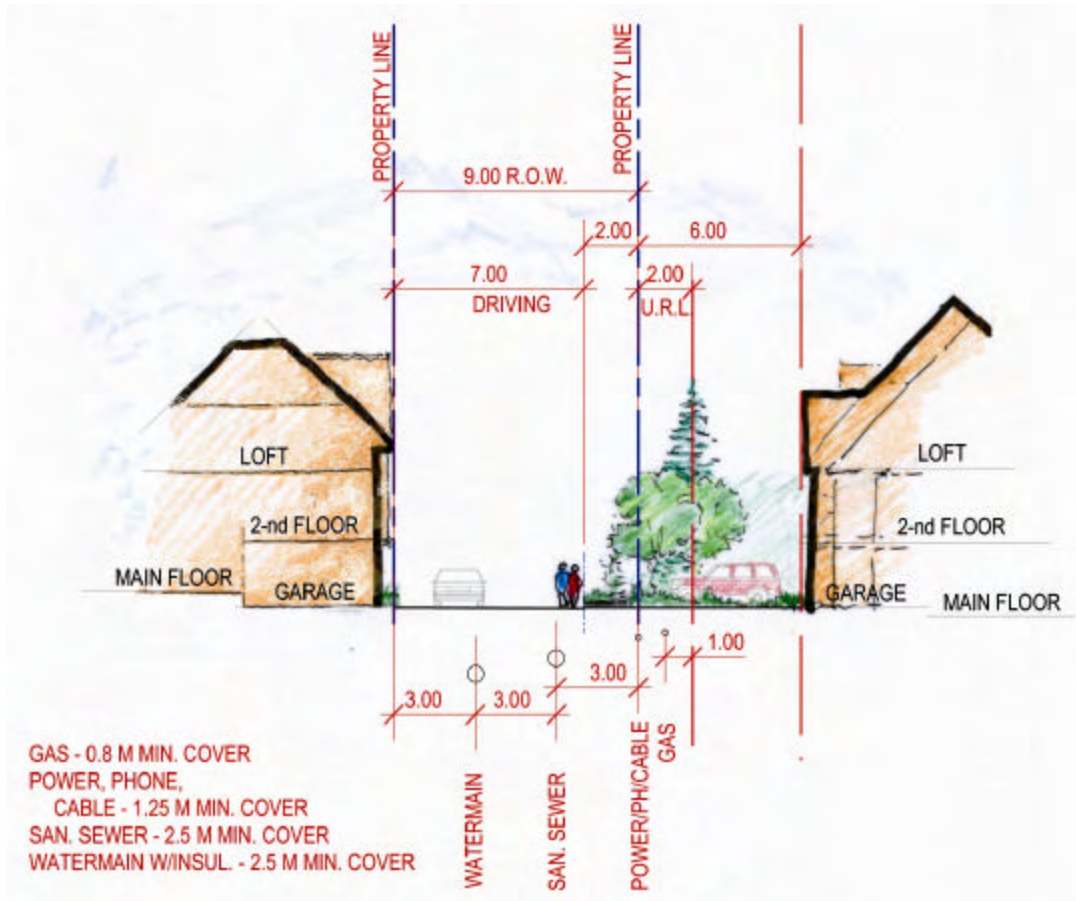
**Streets:** Pedestrian friendly, low driving speed, winding lanes with patterned surface are envisioned. 9.0m wide right of way with driving surface minimum 7.0m wide at any location, Mews streets will be publicly accessible private roads designed to accommodate standard Canmore emergency and service vehicles.

The 7.0 m roadway pavement may be extended into the private driveways and the 2.0m wide creek-side strip of the right of way may accommodate occasional planters and street furniture. The intent is to encourage a less orderly and more natural street form while maintaining the vehicular requirements. The design should support pedestrian and bike use of the street as well as children play activities within these streets.

**Built Form:** Townhouses and semi-detached residences up to 2.5 storey in height will be allowed. On the Creek side of the street the buildings will be set back a minimum of 6.0 m from the property line and 20.0 m from the creek edge. Each unit will have a single garage and a parking pad in front of the garage - tandem vehicle storage is envisioned. Opposite the Creek side of the street, the buildings should be predominantly of townhouse and stacked townhouse type, with single-width (tandem depth) or narrow double garages facing the street (except for large blocks where some, limited access may be allowed from the interior of the block). Building frontages should be within 2.0 m from the property line at grade. All units should have street entry and addresses, block-end units may face Cross Streets or be attached to Cross Street buildings. The buildings on both sides are envisioned as forming a safe, human scale, continuous, yet varied frontage.





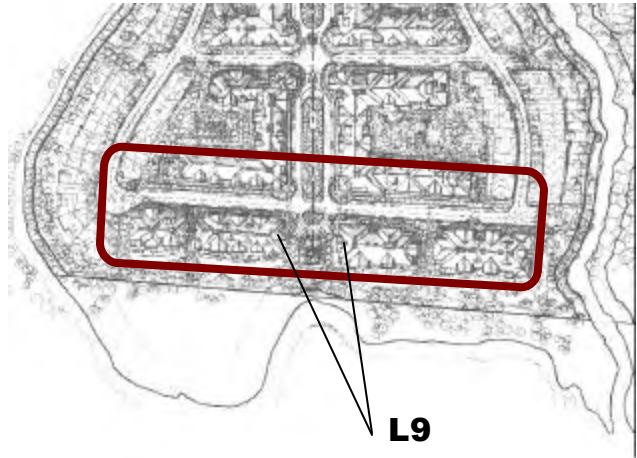


## SOUTH TERRACES

**Uses:** Residential: terraced apartment buildings, townhouses, stacked townhouses and semi-detached residential units.

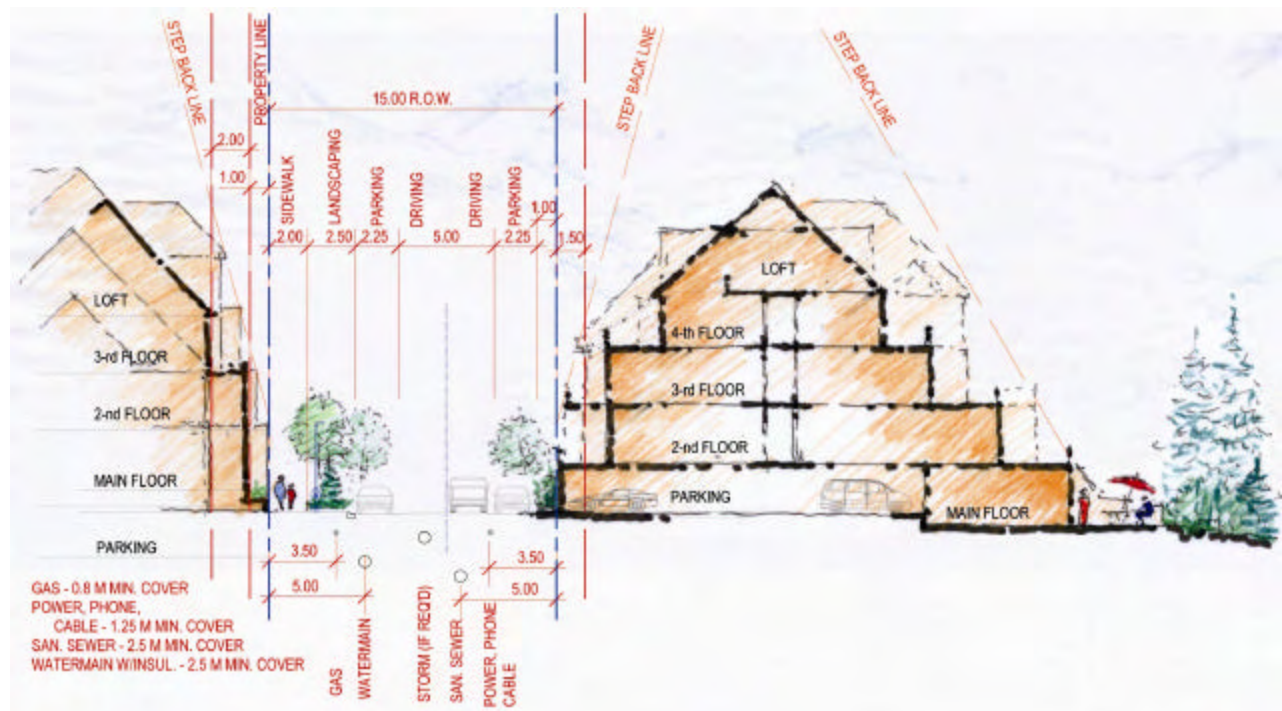
**Streets:** One driving lane with one parking lane in each direction, flanked with 2.0 m sidewalk and 2.5 m landscaped strip on the North side only. The reasonably narrow roadbed of 9.5 m is intended to encourage slower traffic and may have pavement patterns or accents similar to the road textures found in the mews. Limited access to parking garages and block interiors will be permitted. A turn-around with at least four parking stalls should be provided at the South terminus of Spring Creek Drive, by the viewpoint. The street will merge into the mews on each end.

The intent is to create a safe, green street, wide enough to ensure deep daylight penetration while keeping the pedestrians to one side.



**Built Form:** Buildings on the North side should conform to the rules of the Cross Streets.

On the South side of the street the buildings should be terraced. With frontage within 1.5m from the property line, the buildings should form a continuous frontage onto the street, interrupted in the middle for 30.0 m to form the South terminus of the Spring Creek Drive and a gateway to the viewpoint (L9). The maximum height will be 4.5 storeys. The envelope on the street side should respect a 15° “step-back” line leaning away from the street, starting at the property line and 4.5 m above grade. The South façade envelopes should follow a “step-back” line of 30° starting from 4.5m above grade. The buildings’ should provide at-grade patios of 4.5 m in depth set back a minimum of 10.0 m from the South property line.



## CREEKSIDE VILLAS

**Uses:** Residential: single family residences on large lots.

**Streets:** The street will have two driving lanes, no on-street parking, no adjacent sidewalk, a roadway width of 7.0 m, and driveway access directly onto the road. This single access roadway will terminate in a cul-de-sac. The retention of existing planting and trees will be encouraged on both sides of the street. The intent is to create a small lane as discreet and unobtrusive as possible, while satisfying the technical and legal requirements for residential vehicular access.

**Built Form:** Large, single-family residences with double or triple garages. Maximum building height is 2.5 storeys. The number of trees removed for construction should be minimized and the building setback from the creek edge should be a minimum of 20.0 m.

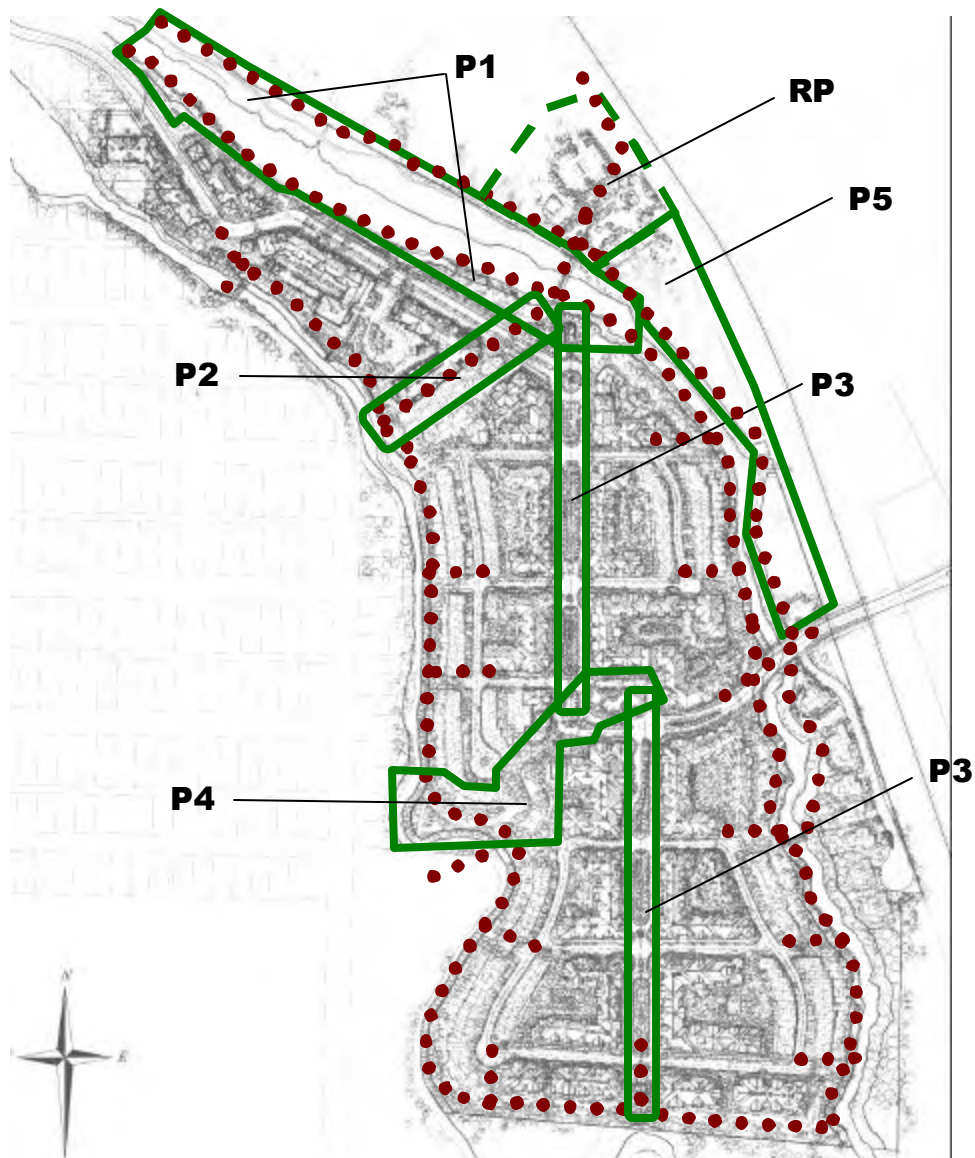




## SYSTEM OF PARKS AND CREEK-SIDE TRAILS

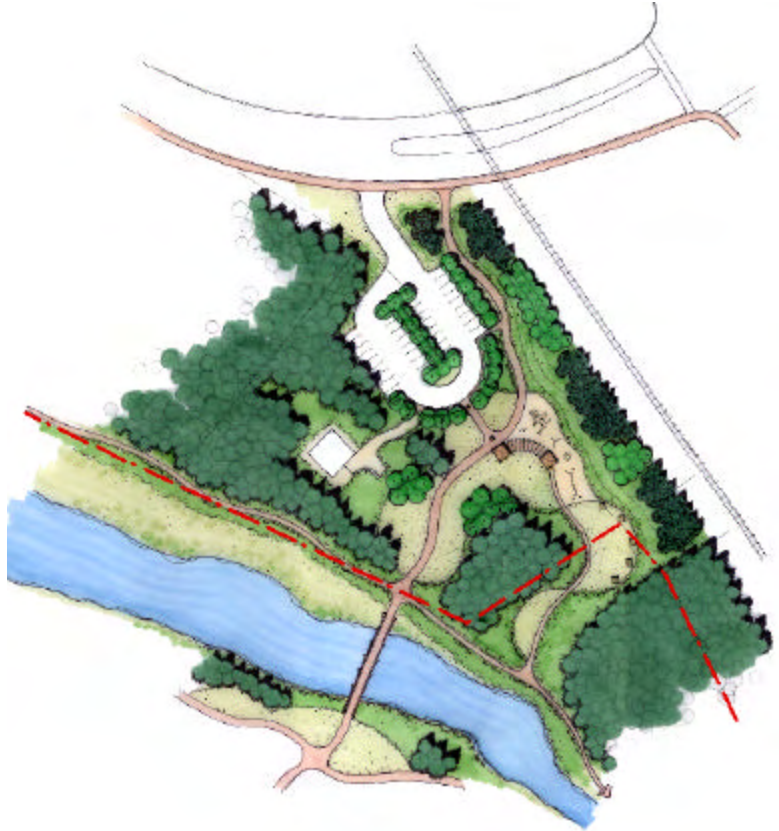
**Trails:** A continuous perimeter trail system will be provided around Spring Creek Village. Access points onto the Creek Side Trail System will be provided at several locations, including all ends of Cross Streets, South and North ends of the Spring Creek Drive, and at all bridges. The trail should average 2.5 m in width, but should be widened for viewpoints, educational information and rest or activity stops. The surface of the trail should be hard finished and sloping away from the creek. The outer (further from the creek) edge of the trail should be minimum 7.0m and averaging 8.0 m from the creek edge. Occasionally, viewing platforms may allow pedestrians to the edge of the water in a controlled fashion. The banks of all creeks will be rehabilitated and native vegetation will be re-introduced. Existing creek crossing bridges should be repaired and a new pedestrian crossing, by the proposed waterfront park, will be provided. Defined pedestrian connections will extend to 8th Street and Downtown Canmore on Spring Creek Drive and extend to Highway 1A on Spring Creek Gate.

The first 3.0 meters of the rear yards facing the trails will be controlled by the landscaping guidelines that homeowners will be obliged to follow. Natural groupings of trees and taller shrubs should be prescribed to create a stronger sense of separation and a transition to the natural creek edge. All buildings will be set back from the edges of the creeks as specifically regulated in the Area Redevelopment Plan Policies.



### **RP - Proposed new Railway Avenue Park (on the current Public Utility Lot)**

Although almost entirely outside the ARP boundary, this new park could be developed on the combination of new municipal reserve lands and existing public lands, providing public access to the boardwalk trail and to the new system of trails and parks within Spring Creek Village. The parking and drop off area would also allow access to the utility services. The Railway Avenue Park could include picnic areas, grass play areas, tot lot and structured play areas. A continuous trail through the park will allow safe access from Railway Avenue to the Policeman's Creek bridge connecting to Spring Creek Village. The proposed park would encourage respectful use of the rehabilitated Policeman's Creek natural area. It could be created as a co-operative endeavour between the Town of Canmore and the Developer with the funding to be determined through future negotiations.



### **P1 - Waterfront Park**

This park is intended as a buffer zone for the Policeman's Creek. The Creek edges will be rehabilitated where required and a pedestrian and bicycle trail on the west side should be established providing a connection to Downtown. Existing mature trees should be preserved forming a natural edge to the street in contrast to the man-made opposite street front. On the east side, the existing boardwalk trail should be extended and connected to the new pedestrian bridge connecting to Spring Creek Mountain Village.

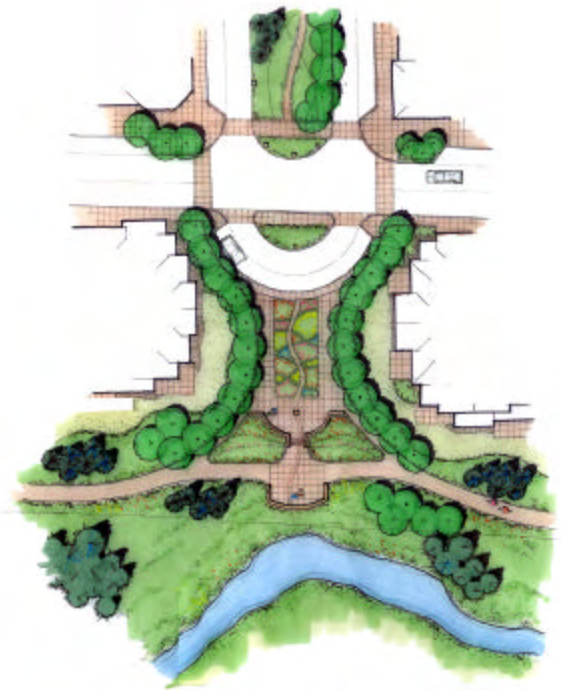
### **P2 – Low Park**

This will be a new park, developed within an existing right of way. Tall trees are not permitted and a garden is envisioned as a composition ground covering shrubs, large flower beds, ornamental hard landscaping, land sculpturing, play and rest areas. Residents' participation is expected in annual and perennial planting especially from the seniors residing in nearby complexes. The park is also an important trail connection through Spring Creek Village.



**P3 - System of linear parks along Spring Creek Drive.**

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

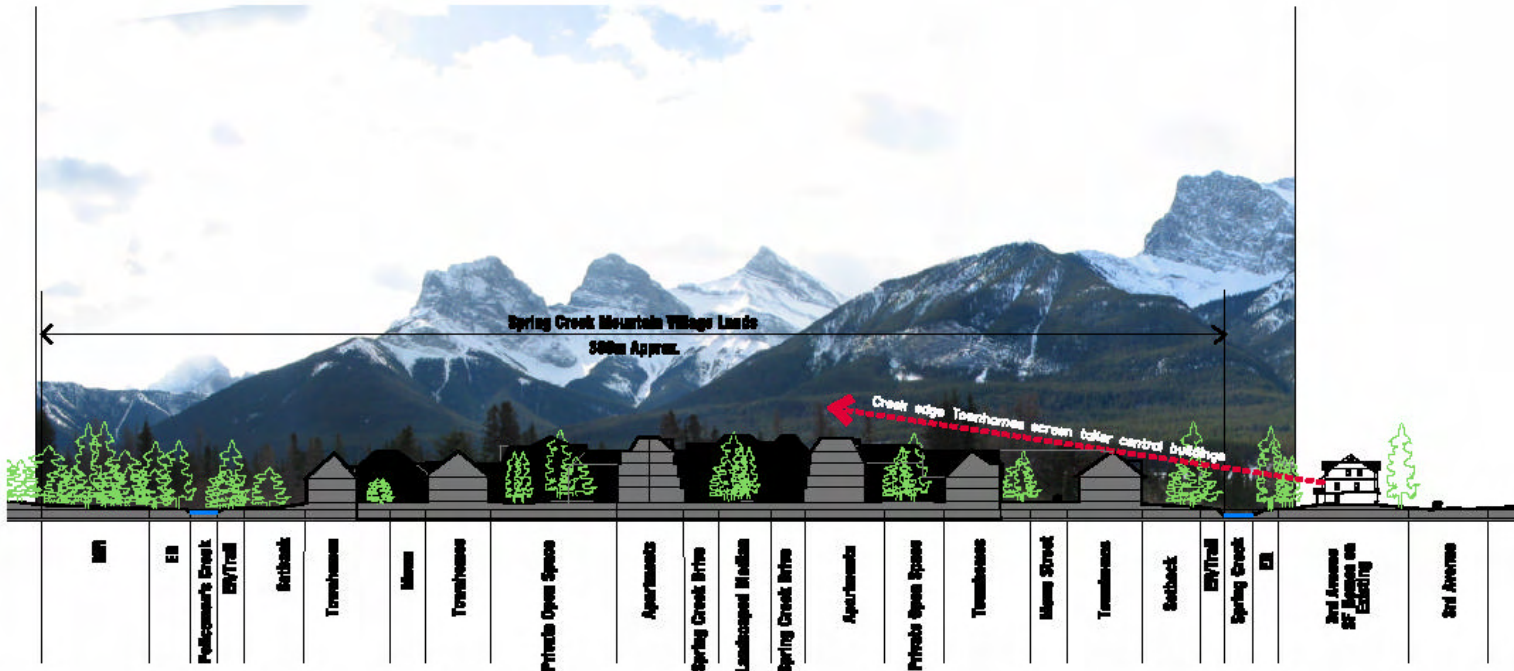
**P4 - Village Square and Creek Connector Park**

The Village Square central island is intended to be a popular and busy urban park with a central water feature in the summer and a skating rink in the winter. The Village Square is also an important visual terminus and landmark for vistas down Spring Creek Drive and Spring Creek Gate. Vehicular areas can be partially closed off to provide a larger pedestrian space for scheduled events. The Connector Park provides a natural connection to the creek side trail system and to the creek pedestrian bridge. This should gradually change its character from an urban towards more natural as it approaches the rehabilitated banks of Spring Creek.

**P5 – Creekside Park**

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





Site Cross Section Looking South

