

Town Centre Enhancement Concept Plan

October 1998

Note: This Concept Plan was adopted by resolution of Council on 06 October 1998. The timing and details for implementing the Plan will be determined through the Town's annual and long-term planning and budgeting procedures.

TOWN OF CANMORE

TOWN CENTRE ENHANCEMENT CONCEPT PLAN

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EXECUTIVE SUMMARY

The Town of Canmore has commissioned this Town Centre Enhancement Concept Plan to ensure the reinforcement of the Town Centre as Canmore's primary area of social interaction and focus for civic and cultural identity. The Town Centre is envisaged as a pedestrian-oriented community meeting place as well as Canmore's pre-eminent commercial district.

The Town Centre Enhancement Concept Plan is not intended as a regulatory document, but rather as a 'road map' where the graphics represent intended design and appearance but the specific locations, designs and uses of buildings are not fixed.

The overall purpose of the plan is to bring together into one document clear urban design policies and to identify and appropriately schedule the implementation of these to coincide with the construction of the transportation and infrastructure network required to support them in the Town Centre during the next 5 - 15 years.

The Plan consists of several key major elements:

- Gateway Area Improvements & Linkages
- 7th Street Parkade
- 9th Street Civic Precinct
- Greenway Trail Network
- Main & 10th Street Pedestrian Enhancements

Several strategies have been developed for each of these elements:

GATEWAY AREA

- create two at-grade railway pedestrian crossings, aligned with and connecting directly to the Main & 10th Street gateways
- convert Railway Avenue into a parkway-like boulevard, with new sidewalks, crosswalks, street trees on both sides, a wide central median planted with trees and flowers, and lined with up to 16m buildings on the east side of Railway Avenue
- extend a finer-grained street grid into the Gateway area and connect to proposed pedestrian routes and rail crossings
- improve Main Street gateway at Railway Avenue by considering intersection improvements, removing central median, widening sidewalks, adding new street trees, pedestrian lighting and streetscape improvements
- redevelop southwest side of Railway Avenue with mixed-use buildings over commercial fronting onto Policeman's Creek and connecting to trail system

7TH STREET PARKADE

- develop a three-storey parking structure on Town-owned land between 6th & 7th Avenues, to accommodate existing and future parking needs, including relocated 9th Street surface parking
- retain the Miner's Hall, set parkade back from 7th Street, screen with one storey commercial uses and street trees, and slope third floor roof profile, to minimize impacts on adjacent neighbourhood
- locate vehicular access points off the lane or 6th Avenue and create mid-block pedestrian access routes directly to Main Street

9TH STREET CIVIC PRECINCT

- upgrade the entire 9th Street corridor into a pedestrian-oriented civic and cultural precinct, by relocating most surface parking, reducing lane widths, enhancing existing and introducing new civic buildings, and integrating new spatial and streetscape design & landscaping
- locate new Town Hall & Museum (35,000 sq. ft. on three floors) at the centre of the precinct, fronting onto a raised Town Square covering one half-basement parking level (subject to detailed feasibility analysis)
- convert Town offices to other uses, including potential expansion of Policeman Creek Drop-in Centre
- improve public open space overlooking Policeman Creek to include terraced lawn and Lookout
- enhance Library with new entrance garden, glazed winter garden entry pavilion, and reading room addition overlooking relocated Farmer's Market
- consider locating new Performance/Cultural Centre on current museum site (subject to detailed program development)

GREENWAY TRAIL NETWORK

- extend and complete public trail system along Policeman Creek Greenway, abandoned rail rights-of-way, into Gateway area, and to Bow River
- improve pedestrian access around Policeman Creek between Main Street and 9th Street Civic Precinct, and between Civic Precinct and 10th Street
- link trail system to proposed railway pedestrian crossings and provide new access routes from Railway Avenue to Policeman Creek trail

MAIN & 10TH STREET PEDESTRIAN ENHANCEMENTS

- encourage mixed-use residential over commercial infill densification up to 2.0 FAR on north side of Civic Precinct and 10th Street redevelopment sites
- enhance pedestrian environment with new streetscape improvements between Policeman Creek and 8th Avenue, integrating sidewalk & crosswalk paving, new pedestrian lighting, flower baskets, banners, sign posting and closely spaced street trees, on both Main and 10th Streets
- create new mid-block pedestrian access routes to 9th Street Civic Precinct 6th & 8th Avenues from 10th Street and Main Street Avenues, and improve existing access routes

The Plan supports a more intensified mix of land uses, including a range of residential types. The plan also supports increased densification of the Town Centre area, to a maximum density of 2.0 FAR. Building envelopes have been developed for typical conditions, to promote plan goals with respect to height, setbacks, build-to lines, massing, view protection, shadowing and privacy.

A multi-pronged parking strategy has been developed, which includes parkades, parking requirement relaxations, cash-in-lieu of parking, metered parking and parking for recreational vehicles and tour buses. A detailed transportation plan is currently being developed by Town staff which should address all travel modes including pedestrians, cyclists, public transit, taxis, and autos, as well as parking.

Preliminary cost estimates, based on limited program/design information, have been prepared for all public elements of the plan. An implementation matrix identifies a proposed schedule for each element, initiation and completion dates, estimated costs, and associated infrastructure or transportation requirements needing coordination. Funding sources for implementing this plan will be identified by the Town.

CANMORE TOWN CENTRE ENHANCEMENT CONCEPT PLAN

1.0 INTRODUCTION

1.1 PURPOSE OF STUDY

Canmore has experienced substantial growth during the past several years. This growth requires a reassessment of current design, land use and infrastructure to ensure that a set of initiatives are in place which can be implemented in a phased multi-year program to deal with anticipated growth during the next decade. The Town of Canmore has commissioned this plan to ensure the reinforcement of the Town Centre as Canmore's primary area of social interaction and focus for civic and cultural identity. The Town Centre is envisaged as a pedestrian-oriented community meeting place as well as Canmore's pre-eminent commercial district.

The overall purpose of the plan is to bring together into one document clear urban design policies and to identify and appropriately schedule the implementation of these to coincide with the construction of the transportation and infrastructure network required to support them in the Town Centre during the next 5 - 15 years.

The plan is described in words and drawings in the following sections of this Report. Once finalized, the plan will be submitted to Council for adoption by resolution. Once adopted, this plan becomes an input into the long-range planning for and implementation of the Town Centre core. It is intended to serve as a 'road map' for development of the Town Centre over the next 15+ years, and should be read in conjunction with the Land Use By-Law and Municipal Development Plan, which legally define the policies, permitted types and limits of development in the Town Centre area.

The purpose of the Town Centre Plan can be summarized as:

*THE ESTABLISHMENT OF URBAN DESIGN GUIDELINES TO
MAINTAIN AND ENHANCE TOWN CENTRE AS THE COMMERCIAL,
CIVIC AND CULTURAL HEART OF THE COMMUNITY, IN A
MANNER WHICH BALANCES THE NEEDS OF RESIDENTS AND
VISITORS AND ENSURES A STRENGTHENING OF THE TOWN
CENTRE'S MANY ASSETS*

The following text and drawings describe a vision for the future of Canmore's Town Centre. The plan begins with an understanding of the Town Centre's key assets, constraints and opportunities. It then describes several key ideas for enhancing and improving the Town Centre. It also discusses the estimated costs associated with all

suggested public improvements, and finally recommends an Implementation Matrix, which outlines the suggested sequence of capital improvements.

This report should be read in conjunction with the original large scale rendered drawings, reduced copies of which are included herein for reference.

It is important to remember that this is a long range plan for the evolution of the Town Centre over a period of at least 10 years. Therefore, while the plan illustrates all the key ideas in one integrated image, it should be recognized that these elements will take some time to come about, and will not all happen at once. Indeed, certain elements of the plan are predicated on other elements being implemented first, in order to proceed. In addition, this plan is sufficiently robust to anticipate and accommodate the deviations and modifications of time and changing circumstances.

1.2 MANDATE

The Town Centre Enhancement Concept Plan has been undertaken by Urban Forum Associates, who were selected by Council to undertake this study following a Phase 1 visioning exercise. Council also appointed a Steering Committee under whose direction the consultants worked. The Steering Committee consisted of:

Mayor Bert Dyck
Councilor Michael Vincent
Bill Campbell
Gary Drage
Leagh Kendall
Fred Schickedanz
Rob Seeley
Elaine Smith
Hans-Peter Stettler

Terms of Reference describing the study mandate were approved by council. Staff direction for this study was provided by:

Steve de Keijzer, Project Manager
Frank Liszczak, Project Advisor

The plan study area is defined in Figure 1 - Study Area.

For a copy of Figure 1 – Study area, Please contact Barb Gillis at 678-1510

While the study was focused primarily on the Town Centre area west of Policeman Creek, the relationship to the Gateway Area was also studied, and pedestrian and vehicle connections to the surrounding community were also part of the study. Approximately 80% of the study effort was required to be expended on the Town Centre area, and the remaining 20% on the Gateway Area.

The study addresses the role of both public and private lands. However, where the plan provides specific design recommendations, these apply only to public lands. The proposed type and form of development on private lands is defined in the architectural design guidelines of the land use bylaw, however specific designs are the responsibility and prerogative of private land owners.

Where specific new potential developments are shown on private property in this plan, these are for illustrative purposes only, and are not intended to be prescriptive. They are intended to provide an illustration of the intent and meaning of the recommendations in this plan. All future development on private property is of course subject to the initiative and intent of the land owner.

1.3 PROCESS

The Town Centre Enhancement Concept Plan has been undertaken in two phases.

Phase 1 consisted of a graphic visioning exercise by three selected consultant teams. These visions were then displayed in a Public Open House, and formed the focus of a Public Workshop in late March 1998.

Following Council's selection of the preferred consultant, Phase 2 commenced in April 1998. During Phase 2 the consultant worked with the Steering Committee to develop the preferred options and strategies, incorporating the best of the visions presented in Phase 1, and taking into account public input. The Steering Committee met four times in total over a three month period.

The study was managed and coordinated by Steve de Keijzer, Development Planner. Additional direction and advice was provided by Frank Liszczak, Manager of Planning, and Town staff including Dwayne Johnston, Manager of Engineering; Dales Judd, Director of Community Services; and Lisa DeSoto, Manager Solid Waste Services.

A second Public Open House and meeting was held towards the end of Phase 2 to display the draft plan and to solicit public input. Following this, the Steering Committee reviewed the draft plan again, and staff brought forward a recommendation to Council.

This report represents the final draft of the plan, and is the basis of the Steering Committee's recommendation to Council.

1.4 ROLE OF THE TOWN CENTRE ENHANCEMENT CONCEPT PLAN IN TOWN PLANNING PROCESS

The Town Centre Enhancement Concept Plan is not intended as a regulatory document, but rather as a 'road map', with a degree of flexibility for interpretation. The accompanying graphic illustrations represent intended design and appearance objectives, but the specific locations, designs and uses of buildings are not fixed. The Concept Plan 'informs' the planning and engineering design process including design guidelines for public works improvements, Architectural Design Guidelines for the Land Use Bylaw, etc.

2.0 SITE ANALYSIS

2.1 LOCATION

The Town of Canmore is located approximately 100 km west of Calgary in the Rocky Mountains, adjacent to the east boundary of Banff National Park. The town currently has a population of approximately 10,000 residents, but recent projections indicate that it will grow to approximately 30,000 over the coming twenty years, at current rates of growth.

Canmore is located in the valley of the Bow River, which forms a major natural feature through the town. The town is surrounded on all sides by the Front Ranges of the Rocky Mountains which form a second major natural feature. The town is located on the Trans Canada Highway, as well as on the transcontinental Canadian Pacific railway line.

2.2 STUDY AREA

The Town Centre Plan Study Area (fig. 1) was determined in the Terms of Reference. It includes the historical downtown core between Policeman Creek and 8th Avenues, as well as the emerging Gateway Area between Policeman Creek and the CP Rail. The study area is bisected by Policeman Creek, a year-round flowing water body which connects up to the Bow River and Spring Creek. The study area extends up to, but does not include, the railway tracks and Bow Valley Trail.

The Terms of Reference also note that pedestrian and vehicle connections to the surrounding community are a vital part of the study.

The study area is relatively flat, with average slopes of less than 2%.

Much of the historical downtown area is already developed with one- to three-storey commercial and civic buildings, with a modest amount of residential. The Town Centre is

currently developed at about 25% of potential (0.5 FAR with 2.0 FAR projected). Approximately 18% of leasable area in Town Centre is residential.

Ninety-five per cent of the Gateway lands are undeveloped, with the exception of the provincial building, an IGA store, a bank and a mini-mall. A number of commercial and residential buildings are found on the southwest side of Railway Avenue, backing onto Policeman Creek.

2.3 SITE ASSETS

Canmore's Town Centre possesses several great assets (fig. 2), including:

Mountain Setting

- views of surrounding mountains from street ends and over most buildings
- contributes to Town Centre's sense of physical containment & spatial definition

Policeman Creek Greenway

- natural greenway through Town Centre
- public trail network and linkages opportunities
- public and private view opportunities
- wildlife habitat enhancement opportunities

Intact Lane and Street Grid

- older downtown street block grid still intact
- lane network still intact, providing service and parking access
- street grid aligns with and frames mountain views
- street grid is oriented to the cardinal points of the compass
- street grid and lanes create a finer-grained pedestrian/vehicular spatial scale

9th Street Corridor in Public Ownership

- entire 42.6 m (140 ft.) wide Corridor is owned by the Town
- extends from 8th Avenue to Policeman Creek
- has several public buildings within it: Library, Museum, Town Offices/Seniors Centre
- could become a Civic Precinct
- links to the Policeman Creek Greenway

- also provides rear service access to Main and 10th Street developments

Main Street Urban Structure

- Main Street built form is relatively intact with most of the blocks continuously built out to the street line
- buildings generally aligned along property line to spatially define the street
- generally quite narrow (50 ft. wide) building increments create pedestrian scale and interesting/varied streetscapes
- building heights and setbacks reasonably consistent
- between one and three storeys high

2.4 SITE CONSTRAINTS

The Town Centre also has several major constraints (fig. 2), including:

Traffic Congestion

- Limited vehicular access to Town Centre (only two bridges and two railway crossings link downtown to Bow Valley Trail and Trans Canada Highway)
- high traffic volume peaks, especially during summer months
- additional densification needs to address this issue

Parking Needs

- limited surface parking capacity
- no underground parking available, due to high water table
- no parking garages available
- additional densification needs to address this issue

High Water Table

- water table very close to surface (0.3-1.0m below grade) limits viability of underground parking options

Railway Tracks Barrier

- forms barrier to vehicles & pedestrians

- cuts off Town Centre from Bow Valley Trail
- creates safety and noise concerns
- creates aesthetic and market constraints for adjacent future development

Integration of Gateway Area

- physically disconnected from Town Centre by Policeman Creek
- pedestrian-unfriendly built environment and public realm
- poor pedestrian linkages
- limited vehicle access due to railway tracks
- much larger development parcels than finer-grained downtown scale
- new development needs an integrated, comprehensive plan

3.0 PLAN ELEMENTS

The Town Centre Enhancement Concept Plan consists of several key elements, which are described below in detail, and illustrated in the Illustrative Plan (fig. 3). These elements are interlinked, and in some cases are dependent on appropriate sequencing implementation.

It is important to recognize that all the plan elements will be implement in a phased manner, over several years, although for illustrative purposes the Plan shows all elements at Plan buildout. It is also important to note that where the Illustrative Plan indicates new development or redevelopment on private lands, this is for illustrative purposes only in order to show potential development within the intent of the Plan, and is not intended to suggest the abrogation of private property rights in any way.

The key plan elements are grouped into the following primary sub-areas:

- Gateway Area Improvements & Linkages
- 7th Street Parking garage
- 9th Street Civic Precinct
- Greenway Trail Network
- Main & 10th Street Pedestrian Enhancements

3.1 GATEWAY AREA IMPROVEMENTS & LINKAGES (FIG. 4)

The Gateway Area represents a significant proportion (70% or 18 ha) of the Town Centre Study area. It is likely to see substantial development in the near future, as existing undeveloped large landholdings are developed. Stakeholders include several large private property owners, the Town of Canmore, and the provincial government.

This area has the potential to become a significant positive extension of the traditional Town Centre, and to establish the first impressions of an enhanced Town Centre, provided an integrated area plan is put in place, and implemented by all parties. This plan consists of several strategies as follows:

CREATE TWO AT-GRADE RAILWAY PEDESTRIAN CROSSINGS, ALIGNED WITH AND CONNECTING DIRECTLY TO THE MAIN & 10TH STREET GATEWAYS

The two pedestrian track crossings should be aligned and connect with extensions of Main and 10th Streets into the Gateway Area.

Both these extensions should provide for generous (minimum 3m wide) pedestrian sidewalks/pathways, complete with a double row of trees, pedestrian lighting consistent with the Main and 10th streetscapes, interlocking paving and coordinated streetscape design.

The 10th Street extension should include a street as well as the sidewalk, while the Main Street extension should provide for a pedestrian-only pathway.

While initially at grade for cost reasons, consideration should be given to upgrading these to grade-separated crossings in time.

CONVERT RAILWAY AVENUE INTO A PARKWAY-LIKE BOULEVARD, WITH NEW SIDEWALKS, CROSSWALKS, STREET TREES ON BOTH SIDES, A WIDE CENTRAL MEDIAN PLANTED WITH TREES AND FLOWERS, AND LINED WITH BUILDINGS UP TO 17M HIGH

With the projected widening of Railway Avenue from a 20m right-of-way to a 25m right-of-way, the street should be redesigned to give higher priority to pedestrians and bicycles. Consideration should be given to including a bicycle lane within the widened street.

This should include introducing:

- a wide central median planted with flowering annuals and deciduous trees, and incorporating left turn bays
- new sidewalk treatment on both sides of the street, including street trees, pedestrian lighting and street furniture
- an extra 6m wide pedestrian zone along the east side of the street, including a second row of street trees
- and special crosswalks at all key intersections.

Railway Avenue should become a generously proportioned, handsomely detailed and landscaped parkway, which provides visitors entering Canmore with a positive first impression.

EXTEND A FINER-GRAINED STREET GRID INTO THE GATEWAY AREA AND CONNECTING TO PROPOSED PEDESTRIAN ROUTES AND RAIL CROSSINGS

The extension of a finer-grained street network into the Gateway Area is crucial to improving access, the pedestrian environment and integration of the Gateway Area in the Town Centre. Street blocks should be scaled to encourage easy pedestrian use, closer in scale to the traditional downtown street and lane grid size.

Tenth Street should be extended into the area, a road parallel to Railway Avenue should be introduced mid-block linking the various projects, and a third road should be introduced parallel to the railway tracks, looping around to Railway Avenue at the north and south ends.

Wherever possible, area roads should be treated as public streets, complete with sidewalks, street trees, pedestrian lighting, etc., and the streetscape design should be coordinated between projects to provide thematic continuity. Roads on private property should be designed to these same standards.

IMPROVE MAIN STREET ENTRY AT RAILWAY AVENUE BY CONSIDERING INTERSECTION IMPROVEMENTS, REMOVING CENTRAL MEDIAN, WIDENING SIDEWALKS, AND NEW STREET TREES, PEDESTRIAN LIGHTING AND STREETScape IMPROVEMENTS

Improvements are needed to make this entry area more friendly to pedestrians and bicycles.

While a central, landscaped traffic circle at the intersection of Main Street and Railway Avenue was recommended by the consultants and considered desirable by the Steering

Committee, it was felt that it would prove difficult for residents and especially visitors to negotiate. Therefore, it is recommended that alternative intersection improvements be considered which do not include a traffic circle.

It is recommended that such intersection improvements include the long-term relocation of the vehicle entrance to the Home Hardware mini-mall away from the intersection. In the short term, crosswalk improvements, widened medians with pedestrian refuge areas, and wider sidewalks, should be introduced.

The existing central median on Main Street as it approaches Railway Avenue should be removed, and the resulting space gain should be added equally to the two sidewalks, to widen these. Street trees, pedestrian lighting, and coordinated streetscape design should be introduced on both sidewalks.

The 10th Street "entry" between Railway Avenue and Policeman Creek should also be improved, consistent with the proposed 10th Street streetscape improvements.

***REDEVELOP SOUTHWEST SIDE OF RAILWAY AVENUE WITH
MIXED-USE DOUBLE-FRONTAGE BUILDINGS FACING
POLICEMAN CREEK AND RAILWAY AVENUE AND CONNECTING
TO TRAIL SYSTEM***

The properties along the southwest side of Railway Avenue (south of Main Street) should be encouraged to redevelop over time to higher density mixed use. Ground floor commercial fronting onto Railway Avenue should be required, with possible residential uses over, to a maximum height of 13.m.

The front yard setback should be reduced to 4 meters to bring buildings closer to Railway Avenue, to enhance and animate the pedestrian environment along Railway Avenue.

Parking should be incorporated into the building structure or provided on site. If permitted as surface parking it should be carefully landscaped and screened from the Policeman Creek wetlands area and from Railway Avenue.

Consideration should be given to relaxing on-site parking requirements, by means of a cash-in-lieu option, which would be put towards developing a central parking structure elsewhere in the Gateway Area.

***PROVIDE A LANDSCAPE BUFFER BETWEEN EXISTING
INDUSTRIAL PARK TO THE NORTH OF THE GATEWAY AREA AND
PROPOSED NEW DEVELOPMENT***

Landscaping should be provided to buffer the existing industrial park north of the Gateway Area from future developments along this edge.

This landscaping should also include an extension of the public trail network from the Spur Line Trail northwards along the railway tracks.

PROVIDE AN INTEGRATED PUBLIC TRAIL NETWORK THROUGH THE GATEWAY AREA, LINKING TO THE LARGER TRAIL SYSTEM BEYOND

An integrated public trail network should be developed in a coordinated way across all developments within this area. The trail system should include:

- a landscaped trail along the edge of the area adjacent to the railway tracks
- a route following the original spur line to Railway Avenue and thence across to the Policeman Creek and Spur Line trail network
- and trail connections between Railway Avenue and a new trail along the top of the Policeman Creek bank

3.2 7TH STREET PARKADE (FIG. 5)

A centrally located public parking structure is recognized as an important component of the Town Centre Plan. It is a key element of the overall Parking Strategy described in a subsequent section of this report (Section 5.0). This structure should address both existing parking needs and projected future increased needs as the Town Centre develops. The parking structure should be developed in part with money received as cash-in-lieu of on-site parking for new developments in the area.

The most appropriate location for such a structure is considered to be the (mostly) Town-owned land along 7th Street, as it is near enough to Main Street and the 9th Street corridor to be able to provide a practical alternative to on-site parking, and is already substantially in public ownership.

DEVELOP A THREE-STOREY PLUS ROOFTOP PARKING STRUCTURE ON TOWN-OWNED LAND ON 7TH STREET BETWEEN 6TH & 7TH AVENUES, TO ACCOMMODATE EXISTING AND FUTURE PARKING NEEDS, INCLUDING RELOCATED 9TH STREET SURFACE PARKING

A 540-stall (approximately) public parkade is recommended for the Town-owned lands on 7th Street. This will accommodate both the surface parking relocated from 9th Street and additional future Town Centre public parking needs. The parkade should be designed as a three-storey plus rooftop structure.

RETAIN THE MINER'S HALL, SET PARKADE BACK FROM 7TH STREET, SCREEN WITH ONE-STOREY COMMERCIAL USES & STREET TREES, AND SLOPE FOURTH FLOOR ROOF PROFILE, TO MINIMIZE IMPACTS ON ADJACENT NEIGHBOURHOOD

The existing Miners Hall should be retained along with an open space separating it from the proposed parkade. This space should be designed for use both as surface parking for the hall and as a pedestrian amenity.

The parkade should be screened from the street with street-fronting retail on both 7th Street and 6th Avenue. The parkade should be further set back from 7th Street at the upper levels, and designed with a sloping roof form to further minimize its impact on the adjacent neighbourhood. This sloping roof form would also screen the rooftop parking level.

Upper parking levels should be designed with perforated perimeter screens to screen the parking while providing natural ventilation.

LOCATE VEHICULAR ACCESS POINTS OFF THE LANE OR 6TH AVENUE AND CREATE MID-BLOCK PEDESTRIAN ACCESS ROUTES DIRECTLY TO MAIN STREET

Vehicular access should be off the mid-block lane, to minimize traffic impacts on 7th Street. Parkade access could be provided at both ends of the block to further dissipate traffic impacts.

Pedestrian access should be provided both from 7th Street (for adjacent retail use) and from Main Street. At least one mid-block pedestrian access route should be developed linking Main Street directly to the parkade. The most likely location for this route is beside the existing Mountain Avens Gallery. This route should be developed as a pedestrian-oriented space, with future redevelopment of the gallery site encouraged to extend retail frontage along the route. Vertical circulation in the parkade should be directly related to this access route, with elevator and stairs.

A secondary mid-block access route could be developed via the existing Shaman Lane Mall.

Lane improvements should include new crosswalks, trees and lighting at the mid-block pedestrian routes, lane repaving as required, and a new sidewalk along the rear of the parkade.

3.3 9TH STREET CIVIC PRECINCT (FIG. 6 & 7)

The 9th Street corridor represents a unique opportunity to create a major Civic Precinct in the heart of the Town Centre. Public ownership of the entire 42.6 m (140 ft.) wide corridor from Policeman Creek to 8th Avenue allows for the integrated redevelopment of this space as the Town's focus of civic and community life.

Elements of such a Civic Precinct are already in place, including the Public Library/Gallery, Municipal Museum, and Town Offices/Seniors Centre. However, it is recognized that several of these facilities are inadequate for expected future needs, and the opportunity exists to redevelop the corridor to provide expanded facilities in an integrated, pedestrian-oriented precinct.

It is important to emphasize that the detailed use, design, and location of proposed buildings in this concept plan are subject to programming, implementation, and budgeting needs and considerations. It is the overall design of a public civic precinct which is the key urban design goal for this area.

UPGRADE THE ENTIRE 9TH STREET CORRIDOR INTO A PEDESTRIAN-ORIENTED CIVIC & CULTURAL PRECINCT, BY RELOCATING MOST SURFACE PARKING, REDUCING LANE WIDTHS, ENHANCING EXISTING AND INTRODUCING NEW CIVIC BUILDINGS, AND INTEGRATING NEW SPATIAL & STREETScape DESIGN & LANDSCAPING

The 9th Street Corridor should be upgraded as a pedestrian-oriented precinct, while still permitting service/private vehicles to access businesses and residential developments facing onto 9th Street.

An integrated, consistent streetscape design should be developed for all three blocks of the corridor, to include:

- reduced-width lanes with special paving, rolled curbs, undergrounded utilities, pedestrian lighting, and themed street furniture
- new street trees on both sides of both lanes, regularly spaced (approximately 10m o.c.) but allowing for existing site access
- most surface parking relocated out of the corridor

- special loading bay pull-offs for each block
- improved existing and new public facilities
- improvements to Indian Park
- improvements on 6th, 7th and 8th Avenues where they cross the corridor, such as roadway narrowing, special crosswalks, bollards, special surface treatment, etc.
- on-site parking for new developments discouraged unless structured parking, or enclosed within the form of the building

LOCATE NEW TOWN HALL AND MUSEUM (35,000 SQ.FT. ON THREE FLOORS) AT THE CENTRE OF THE PRECINCT, FRONTING ONTO A RAISED TOWN SQUARE COVERING ONE HALF-BASEMENT PARKING LEVEL (SUBJECT TO DETAILED FEASIBILITY ANALYSIS)

It is recommended that the proposed new Town Hall/Museum (25,000 ft needed for Town build-out at 35,000 people, 10,000 ft proposed for museum) be located on the corridor, immediately east of 7th. While this is an appropriately sized vacant site it could be elsewhere in the 9th Street Precinct. This facility could become a focus of civic life in the Town Centre, and should be designed with this objective in mind. Its design should reflect Canmore's mountain architecture theme, with generous use of heavy timber and local stone. The Town Hall should be no more than three storeys high, and should incorporate steeply sloped roof elements and generous overhangs. It should include a major Town Square.

The Town Square could be raised one half-floor above existing grade if a half-basement level of parking proves feasible. Parking into water table is expected to roughly double the cost of foundation. If this proves unfeasible due to high water table factors (subject to detailed geotechnical and hydrogeological analysis), then two alternative site planning options are recommended for further exploration. These are described below:

Option 2 (fig. 8)

- locate a three storey 35,000 sq. ft. Town Hall/Museum at grade, fronting onto 7th Avenue
- utilize remaining lands to the rear for interim surface parking (approximately 40 stalls) & Town Square
- acquire through purchase additional adjacent lands north of 9th Street, to be developed as a multi-level parkade for approximately 90 parking spaces, plus retail at grade facing 10th Street

Option 3 (fig. 9)

- locate an integrated three storey Town Hall/Museum plus two-level parkade at grade, fronting onto 7th Avenue
- split the Town Hall administrative and civic functions on either side of the parkade, connected by a generous galleria along the south side
- the galleria would function as museum display space as well as screen the parkade from view
- the third floor would be built across the top of the two-level, 80 stall parkade

IMPROVE INDIAN PARK AS A PASSIVE PUBLIC OPEN SPACE

Indian Park, which is a significant natural forest feature in the downtown area, should be improved incrementally, with selective removal of old and diseased trees as required, and improvements to the ground plane including paved pathways, benches, garbage bins, lighting, etc.

Indian Park should form part of the Town Hall public precinct, and act as a more landscaped counterpoint to the hard-surfaced Town Square.

***CONVERT OLD TOWN OFFICES TO OTHER PUBLIC USES,
IMPROVE PUBLIC OPEN SPACE OVERLOOKING POLICEMAN
CREEK TO INCLUDE TERRACED PUBLIC LAWN AND LOOKOUT***

For a copy of Figure 2 – Town Hall Alternative #1 & 2 please contact Barb Gillis at 678-1510

The existing Town offices could be converted a variety of public uses. It is noted that the Canmore Seniors Association's first preference is to relocate their expanded facility elsewhere. A secondary option put forward by the Seniors Association is a potential building expansion of up to 3,000 sq. ft. eastwards towards Policeman Creek.

A portion of the publicly-owned grounds east of the building should be converted to a terraced public park space overlooking Policeman Creek, with a portion remaining dedicated for seniors' use if that facility stays on site.

ENHANCE LIBRARY WITH NEW ENTRANCE GARDEN, GLAZED WINTER GARDEN ENTRY PAVILION, AND READING ROOM ADDITION OVERLOOKING RELOCATED FARMER'S MARKET

The existing library shares space with the C.A.A.G. gallery. The library will need to expand within the next 5-10 years. It is recognized that some (6-8) readily accessible, surface parking stalls are required.

The existing Library could be enhanced and expanded as follows:

- redevelopment of front area as an entrance forecourt/reading garden
- expansion into the existing gallery space (relocated)
- addition of a glazed 'winter garden' front lobby and reception area
- addition of a glazed 'winter garden' reading room extension at the rear
- redevelopment of the surface area to the rear as a programmed space accommodation a summer farmer's market and/or outdoor performance space, and designated special needs public parking
- accessible surface parking required (6-8 stalls)
- initial move of gallery to other location would free up some space for library expansion

CONSIDER LOCATING NEW PERFORMANCE/CULTURAL CENTRE ON CURRENT MUSEUM SITE, SUBJECT TO DETAILED PROGRAM DEVELOPMENT

A proposed new Performance/Cultural Centre could be located on the existing Museum site plus surface parking area to the rear. This site could potentially support a facility of up to 17,000 sq. ft. on two floors, as described in the 1986 'Mineside' facility program report. That report included program elements such as a 250-350 seat theatre, gallery space, an outdoor performance space, and support facilities.

The facility could be designed to accommodate the relocation of the existing C.A.A.G. gallery currently located in the library. The opportunity exists to design a facility incorporating a rear-opening stage to permit outdoor performances (see above).

ENCOURAGE MIXED-USE (RESIDENTIAL OVER COMMERCIAL) INFILL DENSIFICATION UP TO 2.0 FAR THROUGHOUT THE TOWN CENTRE AREA

Several underdeveloped or undeveloped sites exist within this area, particularly on 10th Street and fronting 8th Avenue.

It is recommended that owners of such sites be encouraged to redevelop to higher density mixed-use infill. Such developments should include residential on upper levels and should be permitted to a maximum density of 2.0 FAR.

Parking requirements should be relaxed to encourage such redevelopment. This can be achieved by:

- a sliding scale of parking requirements proportional to the size of residential units
- encouraging or requiring cash-in-lieu of on-site parking, which would be put towards developing a central parking structure elsewhere in the area (see Section 3.2).

*PUBLIC/PRIVATE INTERFACE DESIGN GUIDELINES FOR
EXISTING AND NEW DEVELOPMENTS ACCESSED OFF 9TH
STREET*

Design guidelines have been developed for the interface between private developments and the 9th Street Civic Precinct. These are illustrated in figs. 7 & 10.

The first diagram illustrates interface design guidelines for existing developments which have rear yards onto the Civic Precinct corridor, while the second diagram illustrates design guidelines for new development fronting onto the corridor. These diagrams represent typical conditions, and are subject to detailed modification on a project-by-project basis.

Issues for which guidelines have been proposed are:

- setbacks
- garbage screening
- on-site parking reductions
- loading
- awnings
- screening from the Civic Precinct
- streetscape improvements

Where existing buildings have less than a 12m setback from the 9th Street lane, then the parking, loading and garbage guidelines shown in figure 10 do not apply.

Awnings must be structural elements incorporated into the building.

3.4 GREENWAY TRAIL NETWORK (FIG. 11)

A comprehensive, integrated urban greenway trail network is a key element of the plan. This pedestrian network consists of a range of route types. These include creekside trails, boardwalks, railway right-of-way trails/pathways, and urban paths, which may include sidewalks and mid-block routes.

The intent is to link the Town Centre and Gateway Area trail system into the larger municipal trail system, with a trail hub at the Civic Precinct opposite Policeman Creek.

EXTEND, COMPLETE PUBLIC TRAIL SYSTEM ALONG POLICEMAN CREEK GREENWAY BETWEEN MAIN AND 10TH STREETS, AND ALONG ABANDONED RAIL RIGHTS-OF-WAY, INTO THE GATEWAY AREA AND TO THE BOW RIVER

It is recommended that the Policeman Creek trail be completed between 10th Street and Main Street.

The Spur Line Trail should be completed between Policeman Creek and the railway tracks, with extensions northwards and southwards alongside the tracks (Railway Trail). A heavily landscaped berm should be created between Railway Trail and the railway tracks to screen the tracks. Railway Trail should be extended across Railway Avenue to connect up with Policeman Creek Trail in the south, through Town-owned lands.

An observation platform is proposed to be located along the Railway Trail, on Town-owned lands near the south end. This platform could serve as an orientation and interpretive centre for the history of the railway in Canmore.

The 9th Street Civic Precinct should be linked with the Bow River Trail by means of an extended trail along the extension of 9th Street towards the river, and through the montane forest.

IMPROVE PEDESTRIAN ACCESS AROUND THE DUCK POND BETWEEN MAIN STREET AND 9TH STREET CIVIC PRECINCT, AND BETWEEN CIVIC PRECINCT AND 10TH STREET

As a "high impact/low cost" priority project, it is recommended that wooden boardwalks and a lookout platform be created alongside Policeman Creek, between Main Street, the

9th Street Civic Precinct, and 10th Street. This should include a wooden platform - the Lookout - over the creek at the end of the Civic Precinct.

The 'duck pond' improvements could include benches, pedestrian lighting, a stone retaining wall along the Main Street edge, a row of trees and bushes screening the Bow Valley Motel, and bollards.

LINK TRAIL SYSTEM TO PROPOSED RAILWAY PEDESTRIAN CROSSINGS AND PROVIDE NEW ACCESS ROUTES FROM RAILWAY AVENUE TO NEW POLICEMAN CREEK TRAIL AT TOP OF BANK

The trail network should link directly with the two proposed railway track pedestrian crossings.

Cross-route trails should connect across Railway Avenue to a new trail along the top of bank of Policeman Creek.

TREAT THE 9TH STREET CIVIC PRECINCT AS A LINEAR GREENSPACE

The 9th Street Civic Precinct should be designed as an integrated, continuous linear greenspace stretching from Policeman Creek all the way to 8th Avenue and then on to the Bow River. It should serve as the central spine of the town's urban trail network.

IMPROVE SKATING POND

Trail links between the skating pond area and the Spur Line Trail should be improved, either along the west side of the pond, or along 7th Avenue via sidewalk improvements on the west side.

IMPROVE CENTENNIAL PARK LINK

Sidewalk improvements on both sides of 6th Avenue between Main Street and Centennial Park should be implemented. These improvements include street trees, sidewalk pavement improvements, and pedestrian lighting.

3.5 MAIN & 10TH STREET PEDESTRIAN ENHANCEMENTS (FIG.12)

Comprehensive streetscape improvements for Canmore's historical and emerging pre-eminent commercial downtown streets is a key element of the plan. Main Street has long been the town's primary commercial shopping street, while 10th Street is emerging as a complement to Main Street. A high quality, pedestrian-oriented streetscape environment is a key factor in the success of these streets as shopping destinations for both residents and tourists.

Main Street is relatively intact, with a range of retail buildings fronting onto the sidewalks.

However, sidewalks are generally somewhat narrow in width, and previous streetscape improvements are looking tired and faded. In addition, street trees are spaced at far too much distance to be an effective feature. Pedestrian lighting is non-existent, and there is the need for co-ordinated street furniture such as seating, bicycle racks, garbage receptacles, etc.

Regularization of weather protection (structural canopies) is also required.

ENHANCE PEDESTRIAN ENVIRONMENT WITH NEW STREETScape IMPROVEMENTS BETWEEN POLICEMAN CREEK AND 8TH AVENUE, INTEGRATING SIDEWALK & CROSSWALK PAVING, NEW PEDESTRIAN LIGHTING, FLOWER BASKETS, BANNERS, SIGN POSTING AND CLOSE-SPACED STREET TREES, ON BOTH MAIN AND 10TH STREETS

It is recommended that both Main Street and 10th Street streetscapes be upgraded. The upgrade should include sidewalk widening (to 3.5m minimum) on Main Street, new sidewalk design incorporating interlocking paving, regularly spaced (12.5m o.c.), street trees, pedestrian lighting, flower baskets, banners, street furniture, and crosswalks.

Bicycle racks should be provided at each intersection in corner bulge areas.

Typical streetscape improvements are illustrated in fig. 12.

CREATE NEW MID-BLOCK PEDESTRIAN ACCESS ROUTE TO 9TH STREET CIVIC PRECINCT, AND IMPROVE EXISTING ACCESS ROUTES

Mid-block pedestrian routes between Main Street/10th Street and the 9th Street Civic Precinct will enhance pedestrian accessibility, increase retail viability, and provide maximum retail frontage opportunities in the Town Centre. These routes will also provide more direct access to available public parking on Main Street and to the proposed 7th Street parkade.

New mid-block pedestrian access routes should be created between Main Street and the 9th Street Civic Precinct corridor and between 10th Street and the Civic Precinct (between 6th and 8th Avenues).

In addition, existing mid-block pedestrian routes should be upgraded as required, to improve the pedestrian environment and maximize retail frontage opportunities adjacent these routes. Affected property owners should be encouraged to develop active retail uses fronting onto these routes wherever practical.

The Town can assist in this by relaxing parking requirements or utilizing other incentives to achieve these key connections.

For a copy of Figure 4 – Mallard Alley Potential Study Area please contact Barb Gillis at 678-1510.

New developments should be required to construct permanent, architectural canopies over the sidewalk for pedestrian protection and provision of signage.

MAINTAIN EXISTING STREET-END MOUNTAIN VIEWS AND VIEWSHEDS, PARTICULARLY DOWN EAST-WEST STREETS

Key views include those of the mountains to the west and east down Main, 9th and 10th Streets.

New developments on these streets should be carefully controlled in terms of massing, roof profiles, and any architectural appurtenances, to respect existing views from public streets.

Street trees, banners and other elements should be sufficiently spaced to retain the overall sense of mountain views.

3.6 MALLARD ALLEY

A proposal has recently come forward from several residents of Mallard Alley, located to the immediate north of the 700 Block of 10th Street portion of the Town Centre Enhancement Concept Plan Study Area. This proposal requests - among other things - that this area, currently zoned R2-A, be added to the Town Centre Enhancement Concept

Study Area with a view to it being rezoned to mixed use residential/commercial in recognition of its transitional nature between commercial and residential uses.

The Steering Committee supported the inclusion of the area in the Concept Plan in principle. However, it was recognized that due to timing considerations, the Mallard Alley proposal could not be addressed in the Town Centre Enhancement Concept Plan work. The Steering Committee therefore recommended that a Sub-Area Plan be considered for this area. Such a plan could be appended to the Town Centre Concept Plan once completed and approved by Council.

The proposed Mallard Alley Sub-Area Plan study area is identified in fig. 13.

4.0 LAND USE, DENSITY, BUILDING ENVELOPES

The Town is concurrently reviewing its Community Plan and Land Use Bylaw. These documents will establish official land use, density and building envelope policies. The Town Centre Enhancement Concept Plan is intended to support these documents, with respect to providing guidance in these areas. It is intended that these recommendations be used as guidelines, or be incorporated into these policy documents as required.

4.1 LAND USE

The Town Centre Enhancement Concept Plan supports the goal of an intensified and broad range of land uses in the Town Centre area. A broad range of land uses within mixed-use buildings will contribute to a denser, more complete, vibrant Town Centre. Specific uses and development requirements will be incorporated into the regulations of the Land Use Bylaw.

The Plan also supports the goal of intensified commercial uses in this area. Additional commercial densification will contribute towards the Town's goal of achieving a higher commercial tax base. It will also contribute to the economic vitality of the Town Centre as the pre-eminent commercial centre of Canmore, a key objective of the Town.

The Plan also supports the goal of intensified residential uses in this area, and the provision of a range of housing types, including entry-level and smaller units. The need for affordable housing and a range of tenure options within the Town Centre is widely recognized and encouraged by this through recommending the inclusion of residential uses in mixed-use developments, and through the relaxation of on-site parking requirements which will also encourage smaller, more affordable housing units. In addition, additional residential uses also support a more complete, vibrant Town Centre.

It is recommended that wherever practical, mixed use developments be encouraged in the Town Centre area. Mixed use means retail at grade, with either office or residential (or

both) on floors above. In order to encourage this form of development, consideration should be given to relaxing on-site parking requirements. This can be achieved by:

- a sliding scale of parking requirements proportional to the size of residential units
- cash-in-lieu of on-site parking, which would be put towards developing a central parking structure elsewhere in the area

4.2 DENSITY

Following discussions with staff and the Land Use Bylaw and Community Plan reviews authors, it is recommended that a target density of 2.0 FAR (Floor Area Ratio) be applied in the Town Centre study area. This means that a development can have a maximum floor area of twice its site area.

Analysis suggests that this level of density should be sufficient to achieve the goals of this plan, while still addressing livability issues, and protecting mountain views. A density of 2.0 FAR typically translates into a maximum 3 storey building on regular downtown lots, assuming no front yard setback and a modest rear yard.

The recommended maximum density of 2.0 FAR should apply to the Gateway Area as well, where much larger lots may result in higher buildings than in the historical Town Centre.

4.3 BUILDING ENVELOPES

Prototypical building envelope diagrams have been developed for the Main/10th Street area, Gateway East and Gateway West. These are shown below (figs. 14, 15, 16).

These envelope diagrams illustrate how the recommended densities described above can be achieved with respect to height, setbacks, build-to lines and massing, in different contexts.

Historical Town Centre Area

It is recommended that in the historical Town Centre area (between 7th & 10th Streets and 5th & 8th Avenues), a maximum height of three storeys or 12.0m be permitted for new development, in order to maintain an appropriate scale of built form and protect mountain views, and to maximize sunlight penetration into the public realm. The top floor should be articulated in a positively sloped roof form, with dormer intrusions permitted outside of the envelope.

This envelope will permit a maximum of one floor retail plus two floors residential/office.

Gateway Area

Generally, development parcels and lots in this area are much larger and deeper than in the historical Town Centre area. In addition, much of this area is still undeveloped, with no predominant existing building height. Therefore, it is recommended that building heights generally can be higher than in the historical Town Centre.

Within this general observation, it is further recognized that development parcels between Policeman Creek and Railway Avenue are more constrained and restricted than those to the east of Railway Avenue, which should be reflected in a gradation of building heights, as noted below.

Gateway West

It is recommended that in the Gateway West area (between Railway Avenue and Policeman Creek south of 10th Street), a maximum height of three storeys or 12m be permitted for new development, in order to maintain an appropriate scale of built form for Railway Avenue, protect mountain views, provide an appropriately scaled backdrop to Policeman Creek, and maximize sunlight penetration into the public realm. The top floor should be articulated in a positively sloped roof form, with dormer intrusions permitted outside of the envelope.

This envelope will permit a maximum of one floor retail plus two floors residential/office.

For a copy of Figure 5 & 6 Building Envelope please contact Barb Gillis at 678-1510

Gateway East

It is recommended that in the Gateway East area (between Railway Avenue and the tracks), a maximum height of five storeys or 17.0m be permitted for new development, in order to maintain an appropriate scale of built form for Railway Avenue, protect mountain views, and maximize sunlight penetration into the public realm. The top floor should be articulated in a positively sloped roof form, with dormer intrusions permitted outside of the envelope.

The recommended additional height recognizes that development parcels in this area are much larger than in the historical core, that site orientation is more favourable and most buildings will not cast shadows on Railway Avenue, that the railway tracks

should be screened, and that the impact on mountain views is more limited, given the proposed setback requirements.

This envelope will permit a maximum of five floors of mixed commercial/residential uses with the 4th and 5th stories incorporated into the roof form (similar to the Provincial building).

For a copy of Figure 7 – Building Envelope – Railway Avenue East side please contact Barb Gillis at 678-1510

5.0 PARKING STRATEGY

As noted previously, parking is a key component of a successful Town Centre. Canmore currently enjoys a relatively plentiful supply of parking spaces downtown. According to a recent study commissioned by the Planning Department, there are currently 716 on-site stalls, 281 off-site stalls, and 312 on-street stalls within the Town Centre study area, for a total of 1,309 stalls.

However, as the Town Centre develops, two factors will affect this situation: increasing pressure to develop lands currently used for surface parking, and increased parking requirements generated by new development.

The same study projects future parking needs based on assumed levels of development up to 2.0 FAR. Currently available and projected parking requirements for the Town Centre portion of the study area are:

1998	1,309 stalls
2008	2,000 stalls
2018	2,848 (2061 with reduced standard stalls)

In order to maintain and enhance Town Centre as a pedestrian-oriented environment, the amount and location of parking needs to be controlled. Too much surface parking sterilizes the public realm, and detracts from a compact, complete community. On the other hand, market expectations for the provision of convenient parking need to be taken into account in any new development.

Generally, it is recognized that additional parking will be required in the study area, as the Town Centre densifies. However, simply building more parking on a piecemeal, project-by-project basis will not achieve the other objectives of the Town Centre Plan. In addition, road capacity within the historical Town Centre area is already limited, and will become increasingly so with increased density. Therefore, ways need to be found to reduce the need for additional parking, and to disperse the additional parking required to address road capacity and neighbourhood impacts.

A multi-pronged parking strategy is therefore recommended:

Parkades

It is recommended that a central, multi-level parking structure be located in the Town Centre area, as described in Section 3.2. This structure should address both existing parking needs and projected future increased needs as the Town Centre densifies. The parking structure should be developed in part with money received as cash-in-lieu of on-site parking for new developments in the area. This parkade should be built before completion of redevelopment of the Civic Precinct. The exact timing of development of

the parkade will depend on the rate of redevelopment in the Town Centre area, including the Civic Precinct.

It is estimated that this structure could have an approximate capacity of 550 stalls, of which x stalls would replace stalls removed from the 9th Street precinct, plus x surface stalls on 7th Street when the parkade is built.

Even after this parkade is built, it is estimated that there may be a parking shortfall of up to 700 stalls. Therefore, the Town should also give consideration to acquiring lands for a future second parkade in the Town Centre area. One possible location for this may be in the 800 block between 9th and 10th Streets. This is considered a long term requirement.

It is also recommended that a site be secured in the Gateway Area for a second multi-level parking structure, to address projected future increased needs as the Gateway Area densifies. The recommended site is to the rear of the provincial building, on provincially-owned lands. The parking structure should be developed in part with money received as cash-in-lieu of on-site parking for new developments in the area, particularly in the Gateway West area where double-frontage requirements will make on-site parking difficult.

It is estimated that this structure could have an approximate capacity of 250 stalls.

Parking Requirement Relaxations

It is recommended that a sliding scale of parking requirements be established for new residential developments within the Town Centre. The parking requirements should be proportional to the size of residential units, with less parking required for smaller units, as follows:

Unit Size	Stalls Required
> 1,000 sq.ft.	1.5
850 - 1,000 sq. ft.	1.2
650 - 850 sq. ft.	1.0
< 650 sq. ft.	0.5

Cash-in-lieu of Parking

It is recommended that the Town's ongoing policy of accepting cash-in-lieu of providing parking on site be continued. The current dollar value per stall applied is \$8,000, which is based on providing surface parking. The current cost of structured parking is about \$12,000 per stall.

Consideration should be given to reducing the dollar value per stall applied, to encourage more contributions of this kind.

Money received via this provision should be applied towards the costs of constructing the parking structures recommended above.

Metered Public Short Term Parking

Consideration should be given to installing meters for the existing on-street parking along Main Street, with a maximum time limit of 2 hours. This will discourage workers and residents from using these spaces for long term parking, and contribute towards the short term visitor parking pool.

Revenue from parking meters will also contribute towards the capital construction and maintenance costs envisaged by this plan.

Other streets should also be considered for metred parking in the long term. These include 10th Street, and 6th, 7th and 8th Avenues.

Recreational Vehicle and Tour Bus Parking

Provision has been made in the Gateway Area Plan recommendations for parking space for both recreational vehicles and tour buses. This is located in lay-byes along the proposed road adjacent the railway tracks.

Large tour buses and recreational vehicles should be discouraged from entering the historical Town Centre area, and be encouraged to use the Gateway Area parking areas.

6.0 TRANSPORTATION

Town Engineering staff has recently produced a Transportation Plan, dated November 1997. This plan primarily addresses the movement of private vehicles, and road capacity in this regard. It does not as yet address other modes of travel, most notably public transit, cyclists, and pedestrians. It also does not address parking.

The Town Centre Enhancement Concept Plan calls for a transportation design concept to be developed by Town Engineering and Community Services. The Town is currently undertaking a detailed transportation plan which addresses all modes of travel, and will address the priorities of all of these travel modes.

It is important to address the historical privileging of automobiles over all other travel modes, and to correct this imbalance in transportation planning. The public street rights-of-way should be carefully designed to function equally well for all modes of travel, not just the automobile.

Issues which should be addressed include:

- reduced road geometries, including intersection turning radii, driving lane widths, etc.
- sidewalk improvements and widening including corner bulges, etc.
- a comprehensive street tree planting program
- provision of on-street parallel parking wherever possible
- pedestrian lighting improvements
- priority lanes for taxis and/or transit vehicles
- restricting trucks to certain limited routes
- dedicated bicycle lanes
- introduction of lanes wherever possible, for service vehicles, garbage removal, etc.
- a comprehensive program of curb drops for the disabled, strollers, etc.
- introduction of central medians, sidewalk boulevards, landscaping, etc.
- traffic calming measures such as narrowed lanes, speed bumps, turn restrictions, traffic circles, etc. through traffic restrictions
- pedestrian-activated crosswalk signal lights
- taxi stand provisions
- bicycle rack provisions
- reduced speed limits
- sidewalk weather protection standards/guidelines
- integration of parking strategies

As Canmore grows in population and in area, and its population ages, serious consideration should be given to introducing a local public transit bus service. A detailed transportation plan should address the feasibility of such a service.

7.0 INFRASTRUCTURE

The Town Centre Enhancement Concept Plan Terms of Reference recognize that there is a clear and important requirement for the coordination of surface and subsurface infrastructure upgrading with the proposed increased density of development within the Town Centre and Gateway areas.

Off-site and underground infrastructure improvement requirements have been identified and indicate that upgrades will be required prior to the build-out of the Town Centre area to a 2.0 FAR. These upgrades will be coordinated as required with the phased upgrading of surface improvements.

The Terms of Reference call for the implementation of the Town Centre Plan to be coordinated with the Town's transportation and underground infrastructure improvements. This will be accomplished by ensuring that street and sidewalks standards reflect the guidelines in the Concept Plan and that long-term subsurface infrastructure requirements are taken in consideration when surface improvements are undertaken.

8.0 COST ESTIMATES

The following cost estimates are for all the proposed public realm elements of this Plan. These include public realm streetscape elements as well as public buildings.

These are preliminary cost estimates, based on limited program and design information, and are subject to revision and refinement. Costs are provided in 1998 dollars, with no escalation provisions or interest costs. Soft costs, including professional fees, permit fees and carrying costs, are excluded. Such costs normally add approximately 25% to the cost of projects. In the case of public buildings, costs also exclude site servicing and site development costs.

Units of cost/linear meter and standards (widths, dimensions, etc.) where appropriate, are provided on the detailed cost estimate spreadsheets provided under separate cover.

PUBLIC REALM ELEMENTS	Cost in 1998 dollars
Trail Network:	
9th Street - Bow River Trail	57,500
7th Avenue Sidewalk/Spring Creek Pathway	17,000
Railway Trail	209,000
Railway Observation Platform	250,000
Duck Pond Precinct Improvements	444,000
Policeman Creek Trail completion (boardwalk)	57,000
 Gateway Area:	
Policeman Creek Trail extensions to top of bank	74,500
Railway Ave 25m r.o.w. Streetworks north of Main St.	1,163,000
Railway Ave 6m setback north of Main St.	191,000
Railway Ave 25m r.o.w. Streetworks south of Main St.	815,000
10th Street pedestrian path to railway tracks	157,600
Main Street pedestrian path to railway tracks	111,000
railway track pedestrian crossings (300,000 x 2 assumed)	600,000
Main Street gateway improvements	70,000
250 stall parkade	3,000,000
 7th Street Parkade Streetworks:	
7th Street sidewalk improvements	122,000
6th Avenue sidewalk improvements	24,000
lane crossing #1 improvements	15,000
lane crossing #2 & midblock minipark	25,000

9th Street Civic Precinct:

600-Block streetscape	509,600
700-Block streetscape	1,221,000
800-Block streetscape	1,342,000
undergrounding hydro lines (600, 700, 800, 900 blocks, 7th Av.)	620,000
8th Avenue Library sidewalk frontage	8,400

Main & 10th Streetscape Improvements:

Main Street improvements (incl. street paving)	916,000
10th Street improvements (incl. street paving)	768,000
undergrounding 10th Street hydro lines (600, 700, 800 blocks)	625,000
Subtotal Public Realm improvements	10,412,600
10% Contingency	1,041,260
Total Public Realm improvements	11,453,860

PUBLIC BUILDINGS**Town Hall/Museum:**

one half-basement parking (approx. 90 stalls) @ 120/s.f.	3,360,000
35,000 sq. ft. on three floors @ 170/s.f.	6,000,000
Total Town Hall/Museum	9,360,000

Cultural/Performance Centre:

theatre facilities @ 250/s.f.	2,300,000
gallery facilities @ 180/s.f.	400,000
lobby, admin, support spaces @ 140/s.f.	700,000
Total Cultural Centre	3,400,000

7th Street Parkade:

retail at grade (shell space @ 70/s.f.)	882,000
three floors plus rooftop parking @ \$11,000/stall	5,900,000
Total Parkade	6,782,000

Gateway Tourist Information Centre:

10,000 sq. ft. assumed @ 150/s.f.	1,500,000
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Library Additions & Alterations:

assumed 2,000 sq. ft. additions @ 150/s.f.+ internal renovations	400,000
library forecourt redevelopment	50,000
Total Library	450,000

Subtotal Public Buildings	21,492,000
10% Contingency	2,149,000
Total Public Buildings	23,641,000

9.0 IMPLEMENTATION

9.1 INTRODUCTION

It is recognized that implementation of the Town Centre Enhancement Concept Plan will have to be phased over a number of years. There are a number of elements of the plan, which have been identified in the following implementation matrix. Plan elements are comprised of civic works as well as private initiatives. The following matrix identifies only public works which may be undertaken by the Town. Initiatives on private lands will occur when and if land owners so choose, and are not scheduled by this Plan.

The Steering Committee stressed the importance of a significant and timely commitment by the Town to initiate a major component(s) of the Plan. The committee felt that this was vital in keeping the momentum of the Plan going, and to demonstrate to the private sector the Town's commitment to the Plan. Accordingly, the implementation matrix proposes moving ahead with several major plan elements as priority items in the coming year, pending fiscal resources. These priority elements potentially include: location of a new Town Hall in the 9th Street Civic Precinct, two at-grade pedestrian crossings of the railway tracks, and continuing the 10th Street streetscape improvements on the 700- and 800-blocks.

It should be noted that sequencing is likely to be more important than timing in achieving the Plan objectives. For example, key sequences for achieving the proposed 9th Street Civic Precinct are:

1. build a new Town Hall and Museum on vacant lands in the 700-block
2. after museum relocates, demolish old museum building and build a new Cultural Centre, including space for a new art gallery, on this site
3. construct proposed Farmers Market/Outdoor Performance open space between Cultural Centre and Library, including proposed parking for Library use
4. after art gallery vacates existing Library building, renovate and expand library, including new exterior spaces and relocated parking

It is noted that the sequencing and exact locations of proposed plan elements are subject to detailed building programming requirements, site feasibility, and funding availability.

A Priorities Sequence List was discussed with the Steering Committee, and is provided as an appendix for information purposes.

9.2 FINANCIAL

Funding sources for civic works will be identified by the Town in accordance with the Terms of Reference. A detailed program tied to the implementation matrix, and showing

projected costs of each project on an annual basis as well as projected sources of revenue will be undertaken by Town staff.

9.3 IMPLEMENTATION MATRIX

The following matrix identifies a proposed implementation schedule, including a description of the element, initiation and completion date estimates, estimated ballpark costs and estimated time in months to complete. Associated transportation or other infrastructure elements which must be coordinated with each item will be provided by the Town.

To view the Appendix “A” Panels 1 through 8, please contact 678-1510