



**Agenda**  
**Subdivision & Development Appeal Board**  
**Hearing**  
**April 21, 2022 at 2:00 p.m.**  
**Electronic Hearing Via Zoom**

1. Call to Order
2. Adoption of Agenda
3. Adoption of Minutes  
March 3, 2022 SDAB Appeal Hearing  
March 9, 2022 SDAB Appeal Hearing
4. Appeal Hearing  
**PL20210423**  
**1330, 1338, 1342 1st Avenue Plan 1095f, Block 94**  
**that Portion of Lot 15 which lies to the SE of the NW 25 feet**  
**thereof and all of Lot 16 Plan 1095f, Block 94**  
**Lot 14 and the NW 25 feet throughout of Lot 15**  
**Plan 1095f, Block 94, Lot 13**  
**13 Townhouse Units and 6 Common Amenity Housing Units Development**  
**Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear**  
**Yard, and Building Stepback Variance.**  
**Appeal against an approval by the Canmore Planning Commission.**
5. Other Business  
None
6. Adjournment



**UNAPPROVED**

**TOWN OF CANMORE  
MINUTES**

Subdivision and Development  
Appeal Board Hearing  
Electronic via Zoom  
**March 3, 2022, at 2:00 p.m.**

**MEMBERS PRESENT**

Public Representatives: Jim Bell, Michelle Cooze, Peter Giraldeau, Harry Scott  
Councillor Representative: Karen Marra  
Recording Secretary/Clerk: Katy Bravo Stewart

**MEMBERS ABSENT**

Public Representatives: Graham Lock, Darlene Jehn  
Councillor Representative: Joanne McCallum

**ADMINISTRATION STAFF PRESENT**

Marcus Henry, Eric Bjorge, and Jolene Noël.

**1. CALL TO ORDER**

Vice Chair, Michelle Cooze called the meeting to order at 2:00 p.m. Due to personal reasons, the Vice Chair requested that an Acting Chair be nominated to facilitate this hearing.

It was moved by Mr. Giraldeau that Mr. Bell be nominated as Acting Chairperson for the subject hearing. There were no objections to this nomination.

MOTION CARRIED  
UNANIMOUSLY

**2. ADOPTION OF HEARING MEETING AGENDA**

It was moved by the Chairperson that the agenda of March 3, 2022, be adopted as presented.

MOTION CARRIED  
UNANIMOUSLY

**3. ADOPTION OF MINUTES**

The Chairperson stated that changes and amendments to the January 6, 2022 minutes had been circulated to all members and provided to the clerk before the hearing. The Board members had no further additions or deletions to the proposed minutes.

It was moved by the Chairperson that the minutes of January 6, 2022, SDAB Hearing Minutes be adopted as amended.

MOTION CARRIED  
UNANIMOUSLY

Minutes approved by: \_\_\_\_\_

**4. APPEAL**

**PL20210394**

**Renewal of the Bed and Breakfast Operation**

**Lot 17, Block 5, Plan 4171JK**

**17 MacDonald Place**

**Appeal against an approval by the Development Officer.**

**APPELLANTS INTRODUCTION AND OPPORTUNITY FOR ANY OBJECTIONS**

The Appellants, Greg Kletke & Carmen Colborne, identified themselves to the Board.

The Chairperson asked the Appellants if they had any objections to the Board Members present at the hearing.. There were no objections to the Board Members present.

**HEARING OUTLINE**

The Chairperson outlined the hearing process for all present. There were no objections from the Appellant, Applicant, or anyone in the audience.

**ADMINISTRATION'S PRESENTATION OF THE APPLICATION AND DECISION**

The Development Officer, Eric Bjorge, gave a verbal and visual presentation detailing the application. The Development Officer responded to questions from the Board.

**APPELLANTS PRESENTATION OF THE APPLICATION AND DECISION**

The Appellant, Greg Kletke & Carmen Colborne, provided a verbal presentation to the Board referring to their written submission. Both Greg Kletke and Carmen Colborne answered questions from the Board.

**THOSE SPEAKING IN FAVOUR OF THE APPEAL**

The following spoke in support of the subject appeal and provided verbal presentation at the hearing:

- a) Jerry Auld, Resident
- b) Pat & Cathy Sullivan, Neighbour/Resident
- c) Brian Cooke, Neighbour/Resident

**CORRESPONDENCE RECEIVED IN FAVOUR OF THE APPEAL**

There was no correspondence received in favour of the subject appeal.

**APPLICANTS PRESENTATION OF THE APPLICATION AND DECISION**

The Applicant, Doreen Saunderson, provided a verbal presentation to the Board referring to her written submission. Doreen Saunderson answered questions from the Board.

**THOSE SPEAKING IN OPPOSITION TO THE APPEAL**

The following spoke in support of the subject appeal and provided verbal presentation at the hearing:

- a) Carol Poland, Canmore B&B Association President

**CORRESPONDENCE RECEIVED IN OPPOSITION TO THE APPEAL**

Three letters were received in opposition of the subject appeal, as was provided for within the agenda package.

Minutes approved by: \_\_\_\_\_

**THOSE SPEAKING NEITHER IN FAVOUR NOR IN OPPOSITION OF THE APPEAL**

The following spoke at the hearing, but neutral in regard to the subject appeal:

- a) Louise Crawford, Neighbour/Resident

**CORRESPONDENCE RECEIVED NEITHER IN FAVOUR NOR IN OPPOSITION REGARDING THE APPEAL**

None.

**COMMENTS/CLARIFICATION BY THE APPELLANT**

The Appellants, Greg Kletke & Carmen Colborne, provided their closing remarks to the Board.

**COMMENTS/CLARIFICATION BY THE APPLICANT**

The Applicant, Doreen Saunderson, provided their closing remarks to the Board.

**COMMENTS/CLARIFICATION BY ADMINISTRATION**

The Supervisor of Planning & Development, Marcus Henry, provided Administration's closing remarks to the Board.

**5. OTHER BUSINESS**

None.

**6. ADJOURNMENT**

The Chairperson announced this portion of the hearing closed and that, in accordance with the provincial legislation, the Board is required to hand down its decision within 15 days from today's date. No decision is binding until the Board issues a written decision.

The Chairperson moved that the public hearing of March 3, 2022, be adjourned at 5:30 p.m.

MOTION CARRIED  
UNANIMOUSLY

\_\_\_\_\_  
Jim Bell, Acting Chair

\_\_\_\_\_  
Katy Bravo Stewart, SDAB Clerk

Minutes approved by: \_\_\_\_\_

**UNAPPROVED**

**TOWN OF CANMORE  
MINUTES**

Subdivision and Development  
Appeal Board Hearing  
Electronic via Zoom  
**March 9, 2022, at 2:00 p.m.**

**MEMBERS PRESENT**

Public Representatives: Jim Bell, Darlene Jehn, Peter Giraldeau, Harry Scott  
Councillor Representative: None  
Recording Secretary/Clerk: Katy Bravo Stewart

**MEMBERS ABSENT**

Public Representatives: Graham Lock, Michelle Cooze  
Councillor Representative: Joanna McCallum, Karen Marra

**ADMINISTRATION STAFF PRESENT**

Marcus Henry, Tracy Woitenko, and Jolene Noël.

**1. CALL TO ORDER**

Clerk Bravo Stewart called the meeting to order at 2:01 p.m.

*As per section 24 of the Town of Canmore Bylaw 2019-06 Subdivision and Development Appeal Board, "In the event of absence or inability of both the chair and vice-Chair to preside at a meeting, the Members present shall elect one of its Members to preside as chair for that meeting."*

It was moved by Mr. Giraldeau that Mr. Bell be nominated as Acting Chairperson for the subject hearing.  
There were no objections to this nomination.

MOTION CARRIED  
UNANIMOUSLY

**2. ADOPTION OF HEARING MEETING AGENDA**

It was moved by the Acting Chairperson that the agenda of March 9, 2022, be adopted as presented.

MOTION CARRIED  
UNANIMOUSLY

**3. ADOPTION OF MINUTES**

There were no minutes presented for adoption.

**4. APPEAL**

- a) **PL20210498**  
**13 Van Horne**  
**Lot 13, Block 9, Plan 961 1299**  
**Variances to Waterbody Setback and Driveway Width Appeal against a Refusal by the Development Officer**

**APPELLANT'S INTRODUCTION AND OPPORTUNITY FOR ANY OBJECTIONS**

The Appellant's spokesperson/Applicant, Dale Hildebrand, and the Appellant, Steve Dobler, identified themselves to the Board.

Minutes approved by: \_\_\_\_\_

The Acting Chairperson asked the Appellant's spokesperson if they had any objections to the Board Members present at the hearing. There were no objections to the Board Members present.

**HEARING OUTLINE**

The Acting Chairperson outlined the hearing process for all present. There were no objections from the Appellant's spokesperson, or anyone in the audience.

**PRELIMINARY ISSUE OUTLINE**

The Acting Chairperson referred to Sections 687(3) (c) and (d) and 685(4) of the Municipal Government Act (the "MGA") regarding the subject appeals and the SDAB jurisdiction for decisions on development within a Direct Control District.

The Acting Chairperson inquired if the Appellant agreed that Section 685(4) of the MGA applied to the subject appeals. The Appellant's spokesperson, Dale Hildebrand, stated that Section 685(4) would not apply.

The Acting Chairperson inquired if Administration agreed that Section 685(4) of the MGA applied to the subject appeals. The Development Planner stated that anything within the Direct Control District is direction from Town of Canmore Council and that Section 685(4) would apply.

It was moved by the Acting Chairperson that the SDAB Board go In-Camera at 2:12 p.m. for a discussion regarding jurisdiction on the subject appeals.

MOTION CARRIED  
UNANIMOUSLY

It was moved by the Acting Chairperson that the SDAB Board come out of In-Camera at 2:51 p.m.

MOTION CARRIED  
UNANIMOUSLY

The Acting Chairperson stated that it is the Board's opinion that Section 685(4) of the MGA applies to the subject appeals. The Board provided the Appellant and Administration an opportunity for a 15-minute recess or postponement to prepare or amend their presentations based on this decision. The Appellant and Administration stated they were good to proceed.

**ADMINISTRATION'S PRESENTATION OF THE APPLICATION AND DECISION**

The Development Officer, Tracy Woitenko, gave a verbal and visual presentation detailing the application and reasons for refusal. The Development Officer responded to questions from the Board.

**APPELLANT'S PRESENTATION OF THE APPLICATION AND DECISION**

The Appellant's spokesperson, Dale Hildebrand provided a verbal presentation to the Board referring to their written submission. Mr. Hildebrand answered questions from the Board.

**THOSE SPEAKING IN FAVOUR OF THE APPEAL**

None.

**CORRESPONDENCE RECEIVED IN FAVOUR OF THE APPEAL**

None received by the Clerk. There was one letter of support from 15 Van Horne that was part of the Appellant's presentation.

Minutes approved by: \_\_\_\_\_

**THOSE SPEAKING IN OPPOSITION TO THE APPEAL**

The following residents spoke in non-support of the subject appeal and provided verbal presentation at the hearing:

- Jamie Paulson, 16 Van Horne
- Russell Stanley, 12 Van Horne
- Ken Davies, 11 Van Horne

**CORRESPONDENCE RECEIVED IN OPPOSITION TO THE APPEAL**

The Clerk stated that three letters were received in opposition of the subject appeal and were provided for within the agenda package.

**THOSE SPEAKING NEITHER IN FAVOUR NOR IN OPPOSITION OF THE APPEAL**

None.

**CORRESPONDENCE RECEIVED NEITHER IN FAVOUR NOR IN OPPOSITION REGARDING THE APPEAL**

None.

**COMMENTS/CLARIFICATION BY THE APPELLANT**

The Appellant's Spokesperson, Dale Hildebrand, provided their closing remarks to the Board.

**COMMENTS/CLARIFICATION BY ADMINISTRATION**

The Development Planner, Tracy Woitenko, provided Administration's closing remarks to the Board.

The Acting Chairperson announced this portion of the hearing closed and that, in accordance with the provincial legislation, the Board is required to hand down its decision within 15 days from today's date. No decision is binding until the Board issues a written decision.

- b) **PL20210499**  
**14 Van Horne**  
**Lot 23, Block 9, Plan 211 0400**  
**Variances to Waterbody Setback and Driveway Width Appeal against a Refusal by the Development Officer**

**APPELLANTS' INTRODUCTION AND OPPORTUNITY FOR ANY OBJECTIONS**

The Appellants' spokesperson/Applicant, Dale Hildebrand, and the Appellants, Margaret and Steve Lee, identified themselves to the Board.

The Acting Chairperson asked the Appellants' spokesperson if they had any objections to the Board Members present at the hearing. There were no objections to the Board Members present.

**HEARING OUTLINE**

The Acting Chairperson outlined the hearing process for all present. There were no objections from the Appellants' spokesperson, or anyone in the audience.

**PRELIMINARY ISSUE OUTLINE**

As previously concluded, the Acting Chairperson stated that it is the Board's opinion that Section 685(4) of the MGA applies to the subject appeals. The Board provided the Appellants and Administration an

opportunity for a 15-minute recess or postponement to prepare or amend their presentations based on this decision. The Appellants and Administration stated they were good to proceed.

**ADMINISTRATION'S PRESENTATION OF THE APPLICATION AND DECISION**

It was noted that the evidence presented for PL20210498 from the Appellant's spokesperson, Administration, and those speaking in non-support was virtually identical to PL20210499. It was agreed by the Appellants (landowners) of the subject property, Appellants' spokesperson, Administration, and those present that the same evidence be accepted from the previous hearing.

**APPELLANTS' PRESENTATION OF THE APPLICATION AND DECISION**

Evidence presented and verbal comments for PL20210498 are the same as for PL20210499 as agreed by the Appellants (landowners) of the subject property.

**THOSE SPEAKING IN FAVOUR OF THE APPEAL**

None.

**CORRESPONDENCE RECEIVED IN FAVOUR OF THE APPEAL**

None received by the Clerk. There was one letter of support from 15 Van Horne that was part of the Appellants' presentation.

**THOSE SPEAKING IN OPPOSITION TO THE APPEAL**

Evidence presented and verbal comments for PL20210498 are the same as for PL20210499 as agreed by the residents speaking in non-support of the subject appeal. Those that spoke in non-support of the subject appeal are as follows:

- Jamie Paulson, 16 Van Horne
- Russell Stanley, 12 Van Horne
- Ken Davies, 11 Van Horne

**CORRESPONDENCE RECEIVED IN OPPOSITION TO THE APPEAL**

The Clerk stated that three letters were received in opposition of the subject appeal and were provided for within the agenda package.

**THOSE SPEAKING NEITHER IN FAVOUR NOR IN OPPOSITION OF THE APPEAL**

None.

**CORRESPONDENCE RECEIVED NEITHER IN FAVOUR NOR IN OPPOSITION REGARDING THE APPEAL**

None.



**5. OTHER BUSINESS**

None.

**6. ADJOURNMENT**

The Acting Chairperson announced this portion of the hearing closed and that, in accordance with the provincial legislation, the Board is required to hand down its decision within 15 days from today's date. No decision is binding until the Board issues a written decision.

The Acting Chairperson moved that the public hearing of March 9, 2022, be adjourned at 4:21 p.m.

MOTION CARRIED  
UNANIMOUSLY

\_\_\_\_\_  
Jim Bell, Acting Chairperson

\_\_\_\_\_  
Katy Bravo Stewart, SDAB Clerk

Minutes approved by: \_\_\_\_\_

## **4. Appeal Hearing**

**Appeal against an approval by the Canmore Planning Commission.**

PL20210423

1330, 1338, 1342 1st Avenue Plan 1095f, Block 94

that Portion of Lot 15 which lies to the SE of the NW 25 feet

thereof and all of Lot 16 Plan 1095f, Block 94

Lot 14 and the NW 25 feet throughout of Lot 15

Plan 1095f, Block 94, Lot 13

13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance.

### **Submitted by the Appellant Sean Hennessey on behalf of:**

Sean Hennessey; 2, 1401 1st Ave

Roberta MacDonald; 2, 1401 1st Ave

Beth Turcotte; 1-1411 1st Ave

Derek Turcotte; 1-1411 1st Ave

Tara van Kessel; 1, 1401 1st Ave

Craig Gaunce; 1, 1401 1st Ave

Cindy Chu; 1239A 1st Ave

Robert Khuu; 1239A 1st Ave

Joanne Young; 2, 1411 1st Ave

Joey Young; 2, 1411 1st Ave

Julia Rayne; 135 15th St

Aleks Schantz; 3, 1401 1st Ave

Simon Schantz; 3, 1401 1st Ave

To help expedite processing your application, the submission of this form using the fillable fields is greatly appreciated.

PROPERTY INFORMATION			
Municipal Address <b>1330 - 1342 1 Ave</b>		Development Permit/Subdivision Application File Number <b>PL20210423</b>	
APPELLANT INFORMATION			
Name of Appellant <b>Sean Hennessey</b>		Agent Name (If applicable)	
Mailing Address (for notification purposes) <b>FOIP</b>			
City <b>FOIP</b>	Province <b>FOIP</b>	Postal Code <b>FOIP</b>	
Phone Number (Day) <b>FOIP</b>		Email <b>FOIP</b>	
<input checked="" type="checkbox"/> The appellant/agent, gives authorization for electronic communication by the Clerk, using the email provided on this Notice of Appeal			

**APPEAL AGAINST** (Check one box only. For multiple appeals you must submit separate Notice of Appeal forms)

Development Permit	Subdivision Application	Stop Order
<input checked="" type="checkbox"/> Approval	<input type="checkbox"/> Approval	<input type="checkbox"/> Stop Order
<input type="checkbox"/> Conditions of Approval	<input type="checkbox"/> Conditions of Approval	
<input type="checkbox"/> Refusal	<input type="checkbox"/> Refusal	

**REASONS FOR APPEAL.** Section 678 and 686 of the Municipal Government Act requires that the written Notice of Appeal must contain specific reasons for the appeal.

I do hereby appeal the decision of the Subdivision/Development Authority for the following reasons (attach a separate page if required).

Please see the attached pages.

**FOIP Notification:** This personal information is being collected under the authority of the Municipal Government Act (MGA) and the Freedom of Information and Protection of Privacy Act (FOIP) and is managed in accordance with the provisions of FOIP. If you have any questions about the collection of your personal information, contact the Municipal Records Officer at [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca). Please note, the Municipal Clerk's Office should **only** be contacted regarding FOIP Inquires.

Signature of appellant/agent <b>Sean Hennessey</b> <small>Digitally signed by Sean Hennessey Date: 2022.03.20 22:23:05 -06'00'</small>	Date (MM/DD/YYYY) <b>03/20/2022</b>
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FOR OFFICE USE ONLY			
Fee Paid <input type="checkbox"/> Yes <input type="checkbox"/> No	Date appeal received	Final date of appeal	Hearing Date/Time <input type="checkbox"/> 2 P.M. <input type="checkbox"/> Evening

March 20, 2022

**Appeal of the Approval of Development Permit Application PL20210423**

The approved development consists of 13 townhouse units and six staff housing units (19 units in total) in four buildings located within the Teepee Town Area Redevelopment Plan. Each of the 13 townhouses will have three bedrooms, while each of the six staff housing units will have five bedrooms. Therefore, the approved development will have a total of 69 bedrooms (39 in townhouses, 30 in staff housing). The approved development replaces three single family homes. The approved development requires four variances to the regulations: maximum density, eaveline height, building step back above the eaveline, and canopy projection.

This appeal is based on the following six issues associated with the approved development.

1) **Zoning** – The approved development is on 1<sup>st</sup> Ave in the Teepee Town community. This area primarily consists of single-family homes, duplexes, triplexes, and four-plexes. The area is zoned for low-medium density housing. Currently, three single family homes occupy the lots that are to be developed and fit with other housing in the area and with the allowed zoning. The approved development does neither.

Currently, the three single family homes each with three bedrooms, house fewer than ten people. The approved development replaces those houses with four building with a total of 69 bedrooms. Assuming a person per bedroom, the implication is that there will be a minimum of 69 people living in the approved development. But, 30 of bedrooms will be for staff housing. It is well known that staff housing in the Bow Valley often exceeds normal occupancy limits. It is highly probable that many of the staff housing units will house two people.

If so, this implies that there could be as many as 99 people living in the approved development. Even with an average of 1.5 people per bedroom in the staff housing, the approved development would house 84 people. Regardless, the conclusion is that the approved development would not meet the area’s allowed low-medium density zoning requirement. The Subdivision & Development Appeal Board should overturn this development approval based solely on it not meeting the zoning requirements of the area.

2) **Parking** – The approved development provides 14 parking stalls for the 13 townhouses. This is very tight given that upwards of 39 people will be living in the 13 units. Based on observation, the average number of vehicles per housing unit in the Teepee Town area is at least 1.5. This implies that the approved development should have allowed for about 20 parking stalls. But the real parking issue is for the staff housing units. The development plan

provides for 12 parking stalls for six units each with five bedrooms. That is 12 parking stalls for 30 bedrooms and upwards of 60 people. To the say the least, this is inadequate.

The development plan does provide for many bike parking stalls and yes, in Canmore, biking is a very popular mode of transport. But the vast majority of households in Canmore own vehicles. This is the case since Canmore is a Canadian mountain town with long winters. The town is 110 kms away from a major city and close to a four National Parks and a vast Provincial Park. As well the public transit system is very limited in terms of locations visited, and frequency of service. In this community, people have vehicles and they drive. It is not realistic to suggest that people will regularly bike to Calgary, or to Lake Louise, or to hiking trails off the Smith Dorrien Trail.

As an example, in the triplex in which I live, there are 13 people (9 adults, 4 children). Combined, there are seven vehicles. Consider your own situation. How many vehicles are in your and your neighbours housing units. Now consider, how many vehicles there will be in the approved development with 19 units and upwards of 90 people? The whole area around 1<sup>st</sup> and 2<sup>nd</sup> Aves and 13<sup>th</sup> Street will see vastly increased traffic and the streets will become parking lots.

Yes, it would be great if people didn't drive vehicles but rather took public transit, or biked, or walked everywhere they wanted to go. But that is not reality and this is not Utopia. People have vehicles for convenience and ease of living. Not providing parking spaces in a housing development is not going to mean people won't have vehicles. It just means that the whole neighborhood will become congested with vehicles and reduce the quality of life for everyone living there, particularly for the people living in the approved development.

3) **Traffic** – As indicated above, more vehicles lead to in more traffic. There are many young children now living in the area around the approved development. There are no sidewalks and no street lights. With increased traffic comes the higher probability of accidents involving people walking on streets crowded with parked cars. The approved development will not have a significant positive impact on the community, it will have a significant negative impact on the neighbourhood.

4) **Variiances** – The previous items discussed the allowed maximum density variance. This variance violates the allowed zoning of the area. The approved development is high density not the allowed low-medium density. Simply, there are too many units housing too many people in the approved development. The Building Eaveline Height variance as well as the Building Step-Back variance will impact the view and the amount of light received by neighbours on either side of the approved development. In summary, these three variances should not be granted.

5) **Garbage Disposal** – There is nothing in the approved development concerning garbage disposal. Currently, the two garbage disposal units located on the corner of 13<sup>th</sup> Street and 1<sup>st</sup> Ave service dozens of households in the neighbourhood. The two garbage disposal units fill every day. During busy times, they are often overfilled. In addition, garbage regularly litters the area surrounding the disposal units. What happens when the approved development with an additional 19 housing units starts disposing of their garbage?

6) **Noise** – Currently, the neighbourhood mostly consists of families. The approved development will attract upwards of 60 younger transient workers. This will result in increased traffic and noise greatly changing the ambience of the area. Again, the approved development will have a significant negative impact on the community.

In summary, the approved development does not fit with the current nature of this part of Teepee Town. The development is simply too large, housing too many people for the allotted space and for this neighbourhood. The undersigned respectfully request that the Subdivision & Development Appeal Board overturn the approval provided to Development Permit Application PL20210423.

Sincerely,

Sean Hennessey; 2, 1401 1<sup>st</sup> Ave  
Roberta MacDonald; 2, 1401 1<sup>st</sup> Ave  
Beth Turcotte; 1-1411 1st Ave  
Derek Turcotte; 1-1411 1st Ave  
Tara van Kessel; 1, 1401 1<sup>st</sup> Ave  
Craig Gaunce; 1, 1401 1<sup>st</sup> Ave  
Cindy Chu; 1239A 1st Ave  
Robert Khoo; 1239A 1st Ave  
Joanne Young; 2, 1411 1st Ave  
Joey Young; 2, 1411 1st Ave  
Julia Rayne; 135 15<sup>th</sup> St  
Aleks Schantz; 3, 1401 1<sup>st</sup> Ave  
Simon Schantz; 3, 1401 1<sup>st</sup> Ave

# SUBDIVISION AND DEVELOPMENT APPEAL BOARD

## STAFF REPORT



<b>DATE OF HEARING:</b>	APRIL 21, 2022
<b>PROPOSED DEVELOPMENT:</b>	13 TOWNHOUSE UNITS AND 6 COMMON AMENITY HOUSING UNITS
<b>APPLICATION NUMBER:</b>	PL20210423
<b>LEGAL DESCRIPTION:</b>	THAT PORTION OF LOT 15 WHICH LIES TO THE SOUTHEAST OF THE NORTH WEST 25 FEET THEREOF AND ALL OF LOT 16; BLOCK 94; PLAN 1095F LOT 14 AND THE NORTH WESTERLY 25 FEET THROUGHOUT OF LOT 15; BLOCK 94; PLAN 1095F LOT 13; BLOCK 94; PLAN 1095F
<b>CIVIC ADDRESS:</b>	1330, 1338, 1342 1 <sup>ST</sup> AVENUE
<b>CURRENT USE(S):</b>	DETACHED DWELLINGS
<b>APPLICANT:</b>	ARBUS MOUNTAIN HOMES

## **EXECUTIVE SUMMARY**

This application proposes four residential buildings with a total of 19 units located at 1330-1342 1<sup>st</sup> Avenue. The subject property is located within the Teepee Town Area Redevelopment Plan (ARP) area and is designated Teepee Town Comprehensive Redevelopment District – Subdistrict ‘A’ (TPT-CR - ‘Sub A’). The proposed development consists of 13 Townhouse units and 6 Common Amenity Housing Units in the following configuration:

- one (1) four-unit townhouse building and one (1) five-unit townhouse building fronting onto 1<sup>st</sup> Avenue; and
- two buildings that each consist of two townhouse units and a three-unit common amenity housing fronting onto the rear lane.

The proposed development requires four variances to the regulations of Land Use Bylaw 2018-22 (LUB), including maximum density, eaveline height, building step back above the eaveline, and canopy projection.

Administration recommends approval of PL20210423, as the proposed development aligns with the Municipal Development Plan and Teepee Town ARP policy direction and requirements of the Land Use Bylaw.

## **BACKGROUND**

### **Municipal Development Plan (MDP)**

The Town of Canmore MDP provides relevant policy direction regarding Neighbourhood Residential and Affordable Housing Goals and Policies (Section 2.3.1, Section 5.1.1 Section 5.3.4, Section 6.1.5 – see Attachment 6).

The proposed development aligns with the MDP goals and policy direction as it:

- Provides a form of affordable market housing in an existing neighbourhood by including common amenity housing;
- Consists of a multi-unit residential development that provides greater density and more variety and mix of housing types;
- Contributes to greater inclusivity and the gradual redevelopment and change of an existing neighbourhood.

### **Teepee Town Area Redevelopment Plan (ARP)**

The subject site is located within the ‘Low-Medium Density’ Land Use Area of the Teepee Town Area Redevelopment Plan (see Attachment 2). The purpose of this area is:

*To provide for residential development at low to medium densities that may include accessory dwelling units and common amenity housing. It generally allows for the replacement of existing detached houses with duplexes and 4-unit townhouses.*

The Teepee Town Area Redevelopment Plan provides relevant policy direction regarding building use, form, orientation and architectural style (Section 4.1.2 – see Attachment 6)

The proposed development generally aligns with the purpose and policy direction of the ARP as it:

- consists of a medium density residential development;
- includes townhouses and common amenity housing;
- preserves mature trees;
- proposes a contemporary architectural style; and
- buildings and entrances face the street.



The Canmore Planning Commission approved PL20210423 with the proposed variances as it aligns with the Town's goals and policies related to providing additional housing in a form that contributes to increased market affordable housing and potential employee housing in Canmore.

## **EXISTING SITE**

The subject site is located within Teepee Town Comprehensive Redevelopment District – Subdistrict 'A'. This district was created to implement policy direction of the Teepee Town ARP. The site currently consists of three separate titled parcels, each with an existing detached dwelling. The site fronts onto 1<sup>st</sup> Avenue to the west and has a rear lane to the east.

Adjacent uses include:

- detached dwellings directly to the north and south and also across the lane to the east;
- a three-plex dwelling, detached dwellings and a vacant site across 1<sup>st</sup> Avenue to the west.

Please refer to Attachment I for site context images.

## **BYLAW CONFORMANCE/VARIANCE DISCUSSION**

The subject site is located in the TPT-CR - 'Sub A'. The purpose of this district (generally) is to allow for the residential and mixed-use redevelopment of the Teepee Town area, in accordance with the Teepee Town Area Redevelopment Plan. The purpose of subdistrict 'A' is to provide for residential development at low-medium densities that may include accessory dwelling units and other compatible residential neighbourhood uses.

The proposed development consists of four residential buildings containing a total of 19 units configured as follows:

- one (1) four-unit townhouse building and one (1) five-unit townhouse building fronting onto 1<sup>st</sup> Avenue; and
- two (2) two-unit townhouse and three-unit common amenity housing buildings fronting onto the rear lane.

Townhouse is a Permitted use, while Common Amenity Housing is a Discretionary use in this district. The Common Amenity Housing units are intended to be sold to employers in Canmore who seek to provide long-term housing for their employees. The six Common Amenity Housing units consists of a common kitchen/living room area and five individual bedrooms with private bathrooms. The total number of proposed bedrooms in the Common Amenity Housing is 30.

In accordance with Section 2.7.7 of the LUB, the automobile and bicycle parking requirements for the Common Amenity Housing were determined through the completion of a Parking Study by a qualified professional. The Parking Study determined the provision of 12 automobile stalls, 20 bike lockers, and 46 exterior covered and securable bicycle parking is sufficient for the likely occupancy scenarios. The study states that the provision of 12 vehicle stalls would likely be an oversupply under most operations of the site, while the bicycle parking would guarantee easily accessible bike parking for 46 residents. A total of 48 bicycle parking stalls are provided, which includes two stalls for the Townhouses. (See Attachment 4)

The application proposes a form of contemporary design, which includes a standard 3:12 roof pitch. The site is designed with buildings located at the front and the rear with private outdoor amenity forming a central open space. The central open space reduces the overall massing impact of the development and allows for more access to natural light when compared to standard townhouse development. Planning is therefore satisfied this regulation is met and access to light and privacy of neighbouring properties not unduly impacted.

### **I. Maximum Density**

The TPT-CR-Sub 'A' District sets the maximum density at 66 units per hectare (Section 3.18.2.12 – see Attachment 6). With a site area of 0.244 ha, the maximum number of units for this site is 16 units. The application proposes a total of 19 units; three over the total maximum number of units. This results in 77.8 units per hectare, which is 18% over the maximum density standard.

**PLANNING DEPARTMENT POSITION**

The maximum density regulation corresponds to the purpose of this district, which is to provide for residential development at low to medium densities that may include accessory dwelling units and other compatible residential neighbourhood uses. Low density and medium density are not defined in the Land Use Bylaw, therefore the listed 66 units per hectare establishes the maximum end of 'low to medium density' in the context of this district. For comparison, the Teepee Town Comprehensive Redevelopment District Sub-areas 'B' and 'C' does not set a maximum density, while the R4 Residential Medium Density District establishes a density range of 49 – 98 units per hectare.

The proposed density is three units over the maximum allowed in this district, however it is still within a reasonable range to be considered medium density given it is to accommodate Common Amenity Housing. This use is a type of market affordable housing is supported through the Town of Canmore Municipal Development Plan and is also directly supported through the Teepee Town Area Redevelopment Plan. As a result, Planning supports this variance.

**2. Building Eaveline Height**

Section 3.18.2.9 of the LUB establishes the maximum building eaveline height at 7.0 m. However, Section 3.18.2.11 (see Attachment 6) allows for eaveline height to be increased to 7.5 m where Common Amenity Housing is proposed. This increase provides building design flexibility to encourage these types of developments to occur. The proposed eaveline height is 8.14 m, which is an 8.5% increase. See Figure 1 and Figure 2.



Figure 1. 1<sup>st</sup> Avenue Building Elevations with Proposed Eaveline Height Identified in Red



Figure 2. Rear Lane Building Elevations with Proposed Eaveline Height Identified in Red

**PLANNING DEPARTMENT POSITION**

The building includes a high degree of articulation, including stepping the building back, balconies, framed windows, and materials and colour variation to break up the perceived mass of the building. As a result, Planning supports the variance to increase the eaveline height to 8.14m.

**3. Building Step Back**

Section 3.18.2.9 of the LUB requires that the front and rear facing facades of a building above the designated eaveline height are to be stepped back a minimum of 1m from the building façade below. The designated eaveline height is 7.5m. The proposed buildings do not include a step back at this height from the façade below and therefore a 100% variance is required.

### **PLANNING DEPARTMENT POSITION**

A large portion of each building’s front and rear façades is stepped back 0.6 m. In this case, the building step back spans from grade to eaveline and not exclusively at the top of the building from the designated eaveline height. The middle portions of each building have an eaveline that is 0.64 m above the designated 7.5m eaveline height. See Figure 3. The roof line begins to slope back from this point, with no building area being located within these portions, lessening the impact to sunlight and views to pedestrians passing by along the street or lane. Also, similar to the rationale provided for the eaveline height variance above, the buildings have a high degree of articulation, which breaks up the overall perceived mass of the building. As a result, Planning supports this variance.



Figure 3. Portion of Front Building Elevation with Building Façade Step-back Identified in Red.

#### **4. Canopy Projection**

Section 2.4.3 of the LUB establishes the maximum allowable projections into yard setbacks. A canopy is permitted to project 0.61 m into the front, rear, or side yard of a residential property. The proposed development includes a canopy that projects to the rear property line and therefore a variance is required.

The purpose of the canopy is to cover the proposed bicycle parking areas in the rear yard in accordance with guidance from the Engineering Department. Covering this area ensures bicycle parking is secure and sheltered and aligns with best practice/guidelines.

### **PLANNING DEPARTMENT POSITION**

The canopy is located at the center of the parcel, in the rear yard, adjacent the back lane and will have minimal impact on adjacent properties or residents living on site. Cycling will be important to the day-to-day lifestyle of residents and providing secure bicycle parking is fundamental to ensure this is successful. Planning is therefore supportive of this variance.

### **OPTIONS FOR CONSIDERATION**

Section 687(3) (c) and (d) of the MGA provide that, in making a decision on a development appeal, the board may:

- confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;

- may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion, the proposed development would not unduly interfere with the amenities of the neighbourhood, or materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land, and the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

## **RECOMMENDATION**

Planning recommends that the Subdivision & Development Appeal Board **APPROVE** PL20210423. Recommended conditions are included in Attachment 5.

**ATTACHMENTS:**

1. Site Context
2. Zoning
3. Bylaw Conformance Review
4. Submitted Plans
5. Schedule A – Proposed Conditions of Approval
6. Applicable Policy and Land Use Bylaw Regulations



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**Lauren Miller**  
Manager of Planning & Development



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**Riley Welden**  
Development Planner

**ATTACHMENT I – SITE CONTEXT**



Figure 1: Aerial View Location of Subject Site (looking northwest)



Figure 2: Overview of Site and Adjacent Uses



Figure 3: View looking northwest at corner of 13<sup>th</sup> street and 1<sup>st</sup> Avenue



Figure 4: View looking southeast down 1<sup>st</sup> Avenue

**ATTACHMENT 2 – ZONING MAP**

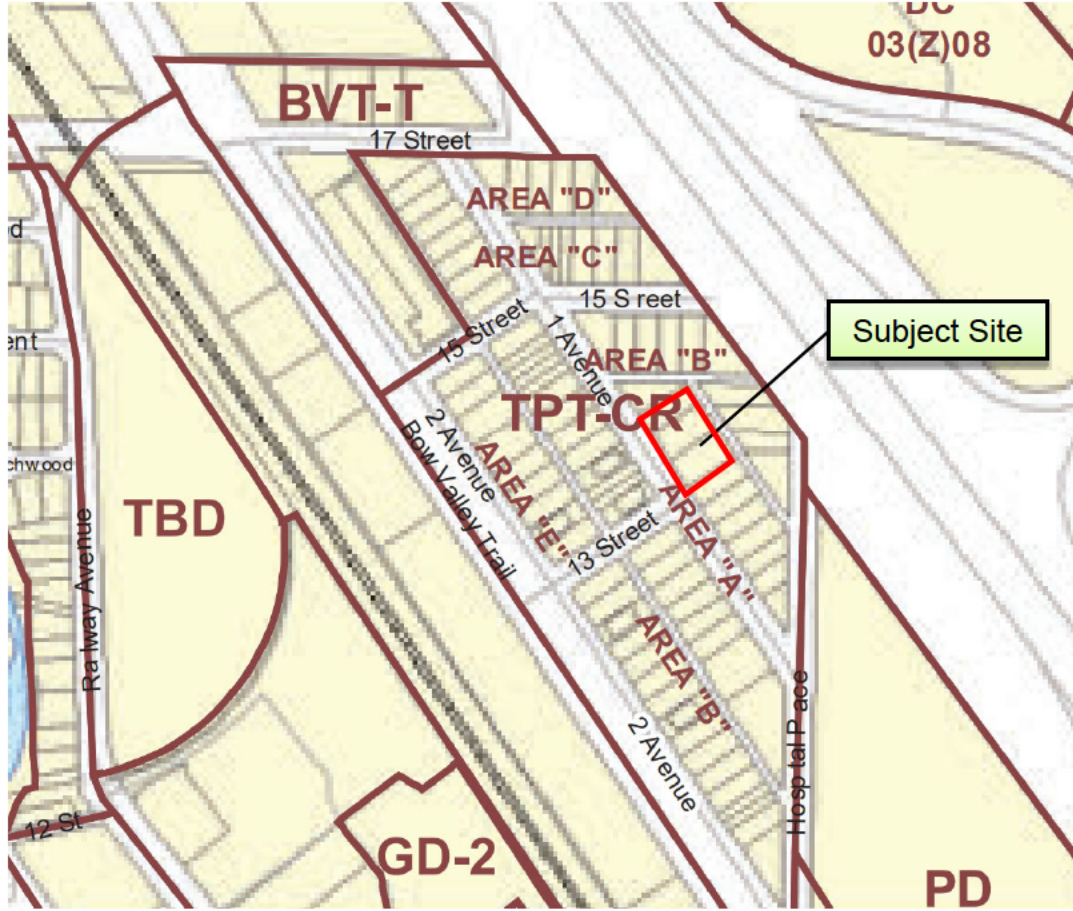


Figure 1: Land Use District (Zoning) Map

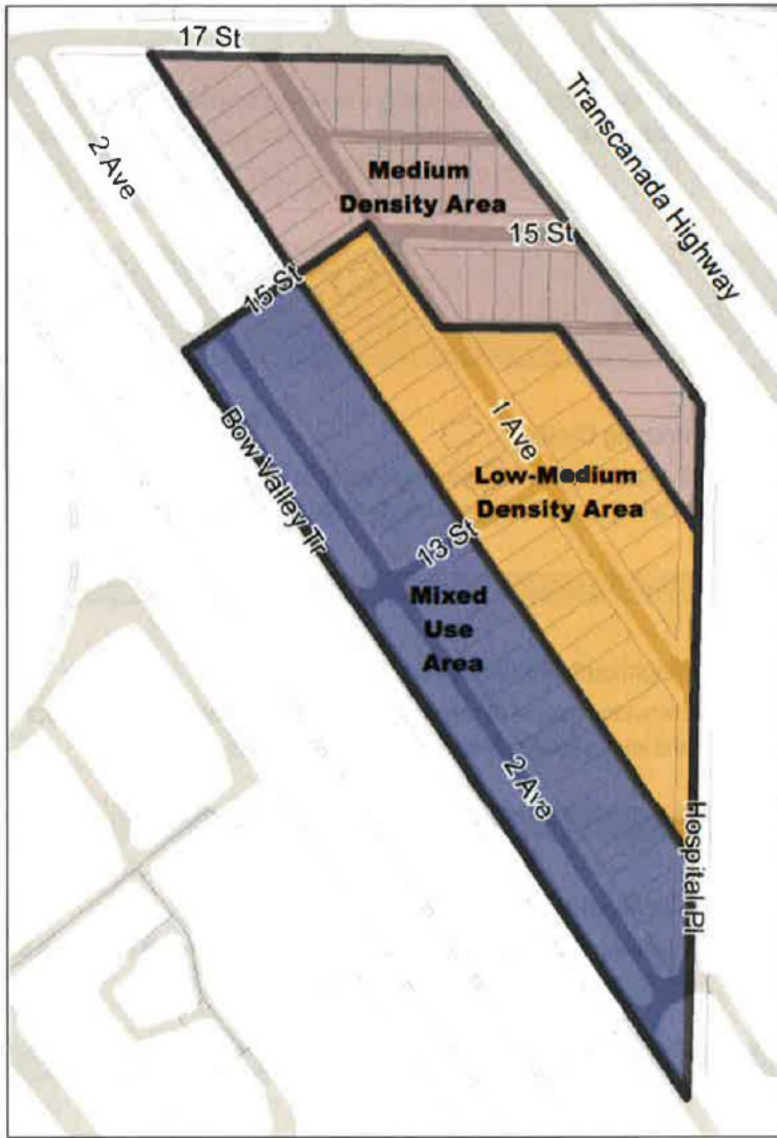


Figure 2: Teepee Town Area Redevelopment Plan Land Use Concept



### ATTACHMENT 3 - BYLAW CONFORMANCE REVIEW

REQUIREMENT	BYLAW 2018-22	PROPOSED	VARIANCE
MAXIMUM DENSITY	66 UNITS/HA	77.8 UNITS/HA	YES 11.8 UNITS/HA
MAX FLOOR AREA RATIO (FAR)	N/A	N/A	N/A
FRONT YARD SETBACK	4.0 M	4.0 M	No
SIDE YARD SETBACK (NORTH)	1.5 M	1.5 M	No
SIDE YARD SETBACK (SOUTH)	1.5 M	1.5 M	No
REAR YARD SETBACK	7.5 M	7.5 M	No
MAX BUILDING HEIGHT	10 M	9.97 M	No
MAX BUILDING EAVELINE HEIGHT	7.5 M	8.14 M	YES 0.64 M
BUILDING STEP BACK ABOVE EAVELINE	1M	0M	YES 1M
SITE COVERAGE	51%	46.6%	No
LANDSCAPING AREA	40%	42.2%	No
TREES	49	49	No
SHRUBS	49	49	No
<b>PARKING</b>			
TOWNHOUSE VEHICLE PARKING	13 UNITS = 14 VEHICLE PARKING STALLS	13 UNITS = 14 VEHICLE PARKING STALLS	No
TOWN HOUSE BICYCLE PARKING	0 LONG TERM BICYCLE STALLS 2 SHORT TERM BICYCLE STALLS	0 LONG TERM BICYCLE STALLS 2 SHORT TERM BICYCLE STALLS	No No
COMMON AMENITY HOUSING	AS PER PARKING STUDY	12 VEHICLE PARKING STALLS 48 EXTERIOR BIKE PARKING STALLS 20 BIKE LOCKERS	
CANOPY PROJECTION INTO REAR YARD	0.61M	0M	YES 7.5M

ATTACHMENT 4 - SUBMITTED PLANS



View at 1st Avenue



View at Public Lane



View to Interior Courtyard

Elford Design Group  
ARCHITECTURE + INTERIORS  
CANMORE AB



Seal & Permit

6		
5		
4	Revised DP Submission Added Bike Racks	Feb 14/22
3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21
No.	Description	Date

Drawing History  
Scale

Bald Eagle  
Peaks Chalets  
1st Ave  
Canmore Alberta

Drawing Title  
Perspective  
Views

Project Number 2021-02	Drawing Number A-0
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No.	Description	Date
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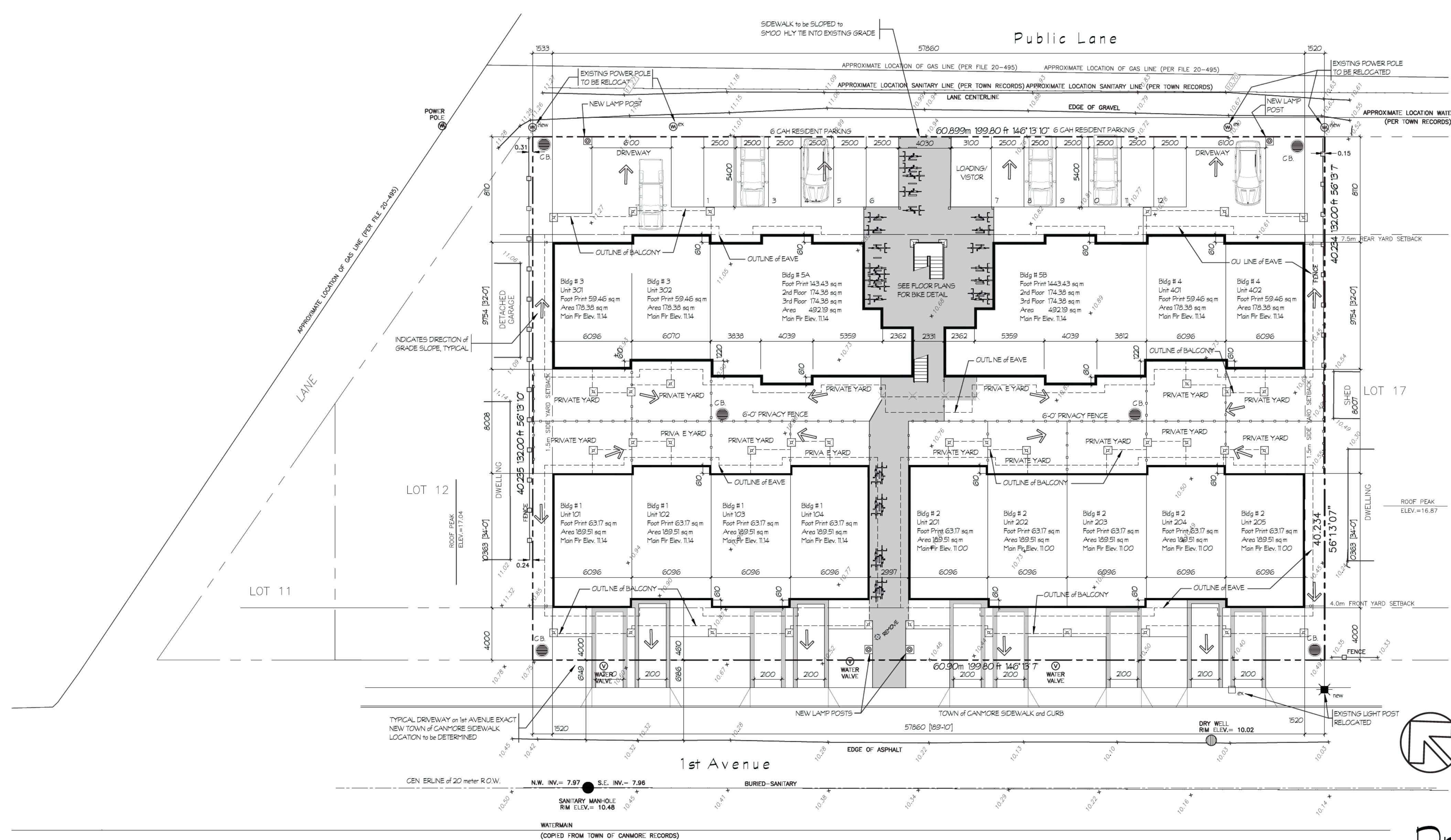
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**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
**Site Plan**

Project Number  
2021-02

Drawing Number  
**A-1**



**Legal Description**

Lots 13 to 16  
Block 94  
Plan 1095F  
Canmore, Alberta

**Parking Required**

Amenity Housing 5 Bedrooms x 6 Units = 30 Bedrooms x 0.4 / Bedroom = 12 stalls  
Townhouses 13 Units x 1 stalls / Units = 13 stalls

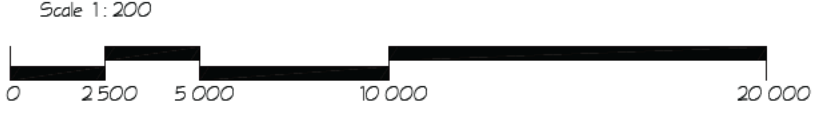
**Parking Provided**

Amenity Housing 12 Stalls  
Townhouses One in Garage x 13 Units = 13  
Total Provided Parking = 26 Stalls  
1 Visitor/Loading

Bicycle Storage One Lockable Storage Unit / Bedroom = 20 Lockable Units  
(10 on 2nd & 3rd Floor)  
48 Lockable Bicycle Stalls off Public Lane

Hundred Year Flood Plane Elevation 1310.50

**Site Plan**



**Area Calculations**

Building	Garage	Foot Print	1st Floor	2nd Floor	3rd Floor
Building 1	81.90	252.70	170.80	252.70	252.70
Building 2	102.37	315.87	213.50	315.87	315.87
Building 3	40.95	118.92	77.97	118.92	118.92
Building 4	40.95	118.92	77.97	118.92	118.92
Building 5a		143.43	134.40	178.41	178.41
Building 5b		143.43	134.40	178.41	178.41
		266.17	1,093.27	809.04	1,163.23

Total Building Area = 3,135.50 sq.m

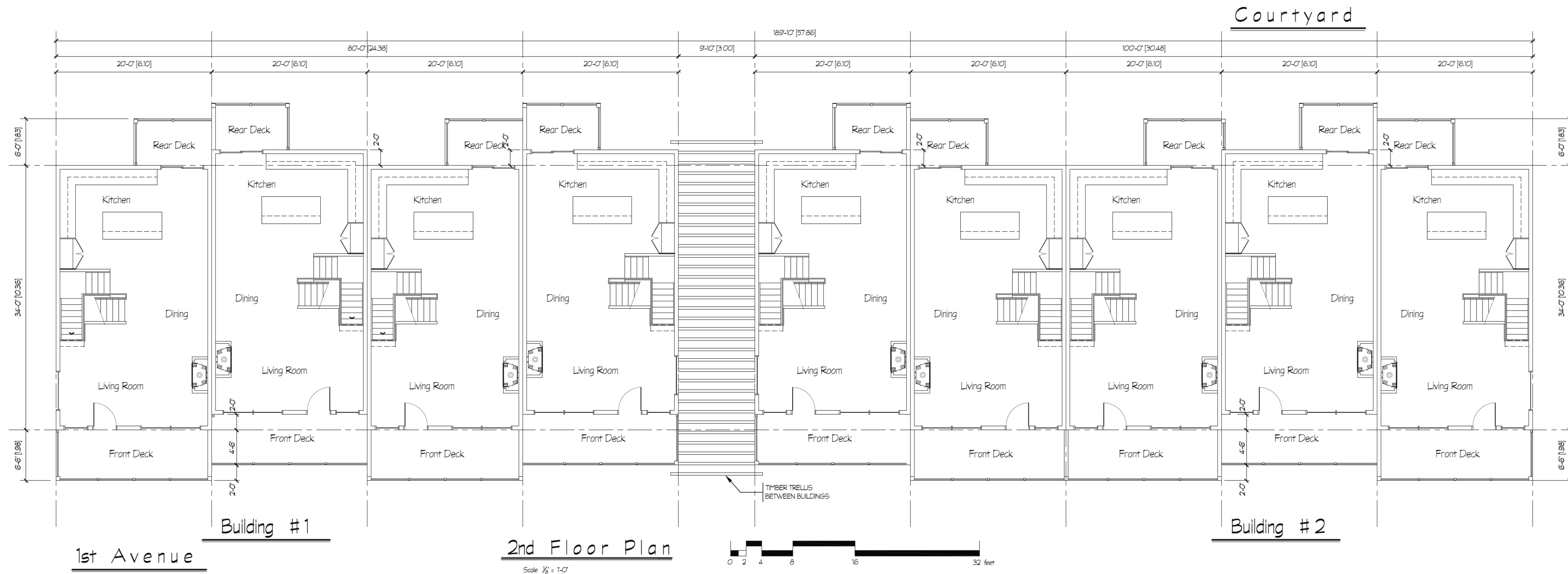
**Site Coverages**

Site Area 2,450 sq.m  
Building Footprint 1,093.27 = 44.6%

**Drawing List**

- Survey Plan by McElhanney
- A1 Site Plan
- A2 Building 1 and 2 1st and 2nd Floor Plans
- A3 Building 1 and 2 3rd Floor and Roof Plans
- A4 Building 1 and 2 Elevations
- A5 Building 3, 4 and 5 1st and 2nd Floor Plans
- A6 Building 3, 4 and 5 3rd Floor and Roof Plans
- A7 Building 3, 4 and 5 Elevations
- A8 32 ft Townhouse Large Scale Floor Layouts
- A9 34 ft Townhouse Large Scale Floor Layouts
- A10 Large Scale Elevation Detail
- L1 Landscape Plan

NOTE:  
SEE ATTACHED RENDERINGS FOR EXTERIOR LIGHTING INFORMATION



Seal & Permit

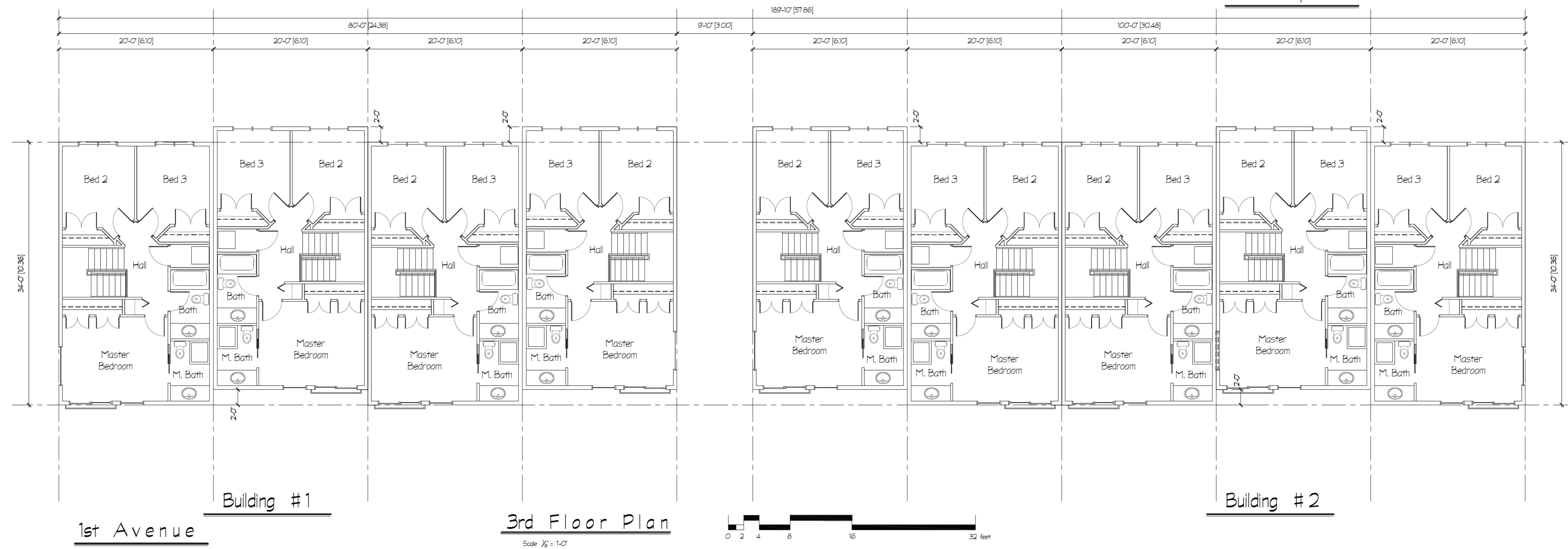
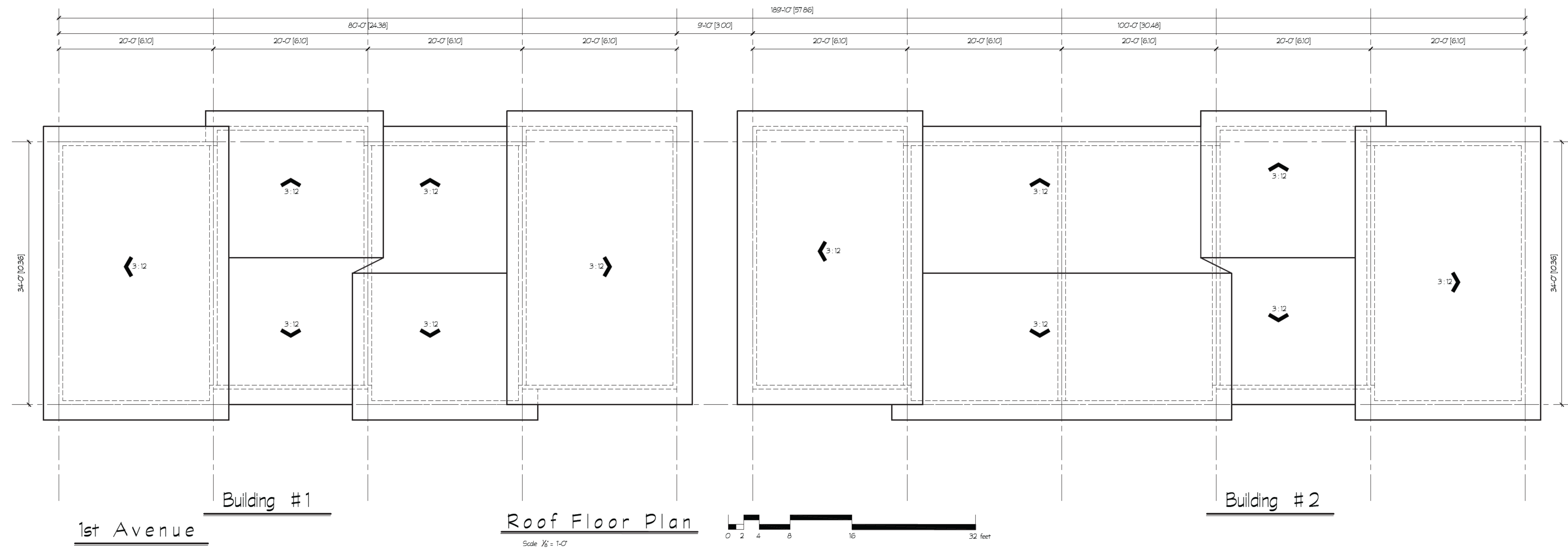
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4	Revised DP Submission Added Bike Racks	Feb 14/22
3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21
No.	Description	Date

Drawing History  
Scale: 1/8" = 1'-0"

**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
Bldg 1 and 2  
1st & 2nd  
Floor Plans

Project Number: 2021-02  
Drawing Number: A-2



Elbnd Design Group  
ARCHITECTURE + INTERIORS  
CANMORE AB



Seal & Permit

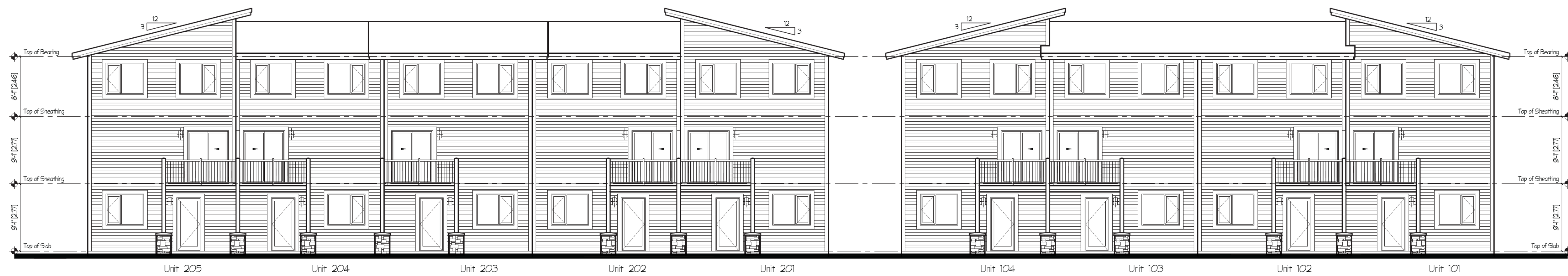
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3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21

Drawing History  
Scale: 1/8" = 1'-0"

**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
Bldg 1 and 2  
3rd Floor &  
Roof Plans

Project Number: 2021-02  
Drawing Number: A-3



Courtyard Elevation [North]

Scale 1/8" = 1'-0"



1st Avenue Elevation [South]

Scale 1/8" = 1'-0"



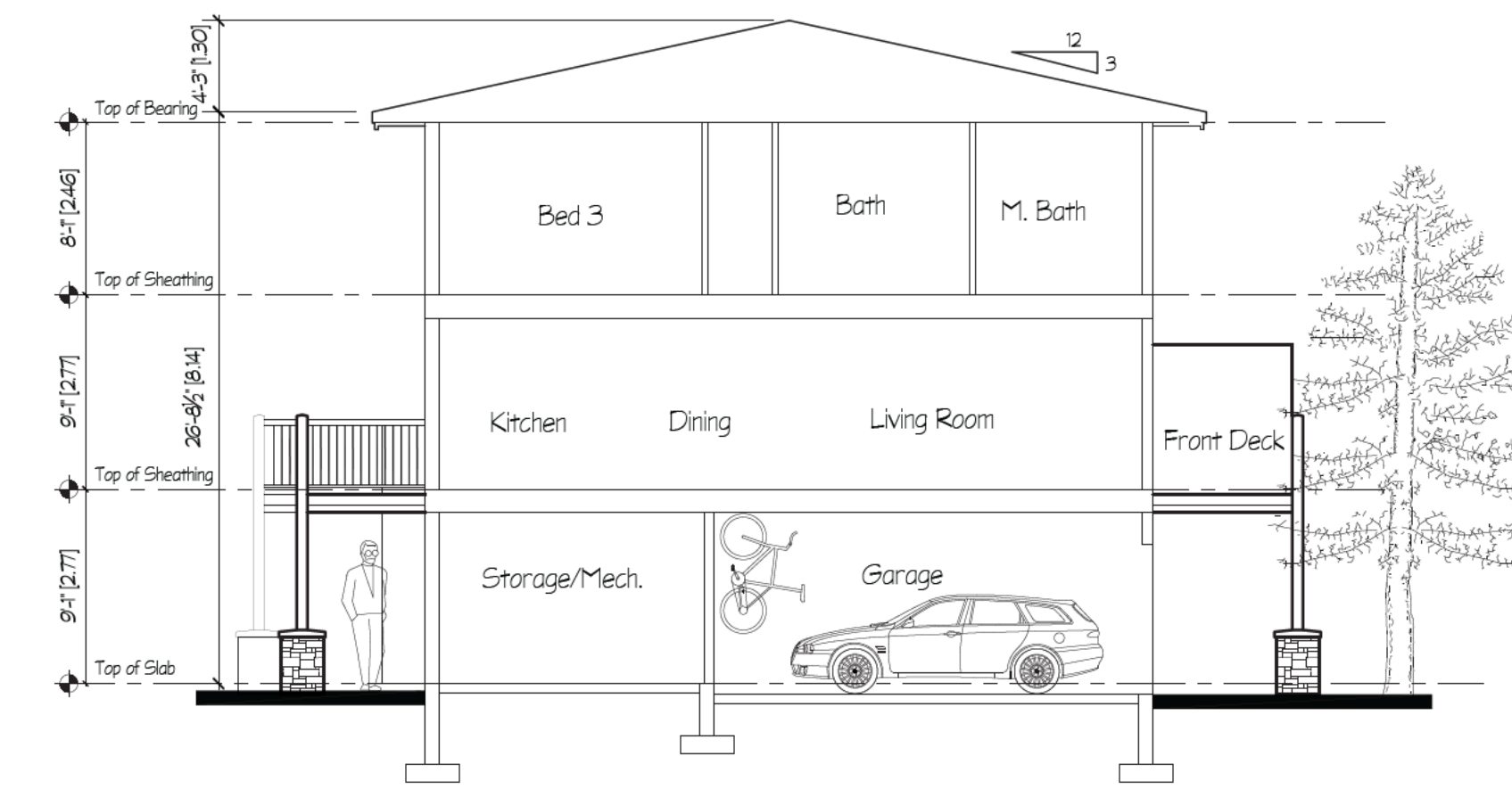
Bldg 1 West Elevation

Scale 1/8" = 1'-0"



Bldg 2 East Elevation

Scale 1/8" = 1'-0"



Cross Section

Scale 1/8" = 1'-0"

Elbnd Design Group  
ARCHITECTURE + INTERIORS  
CANMORE AB



Seal & Permit

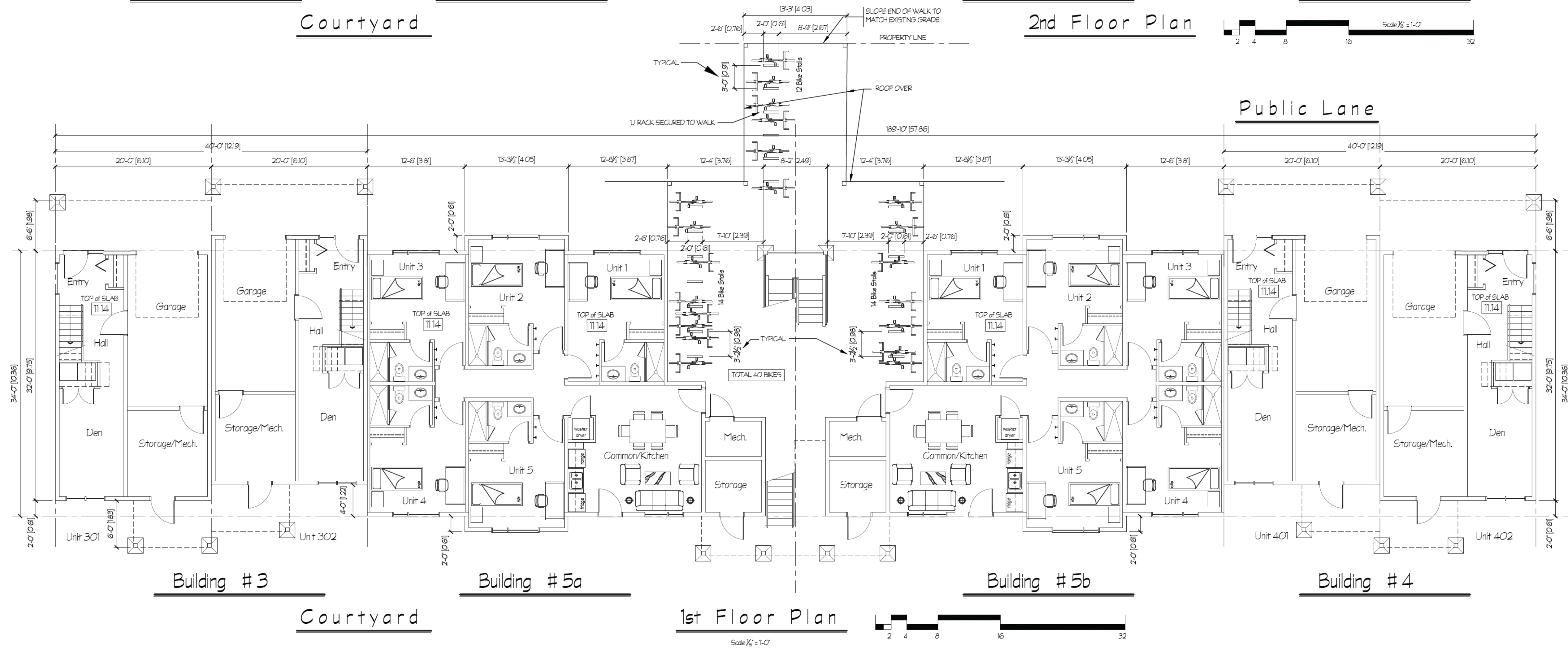
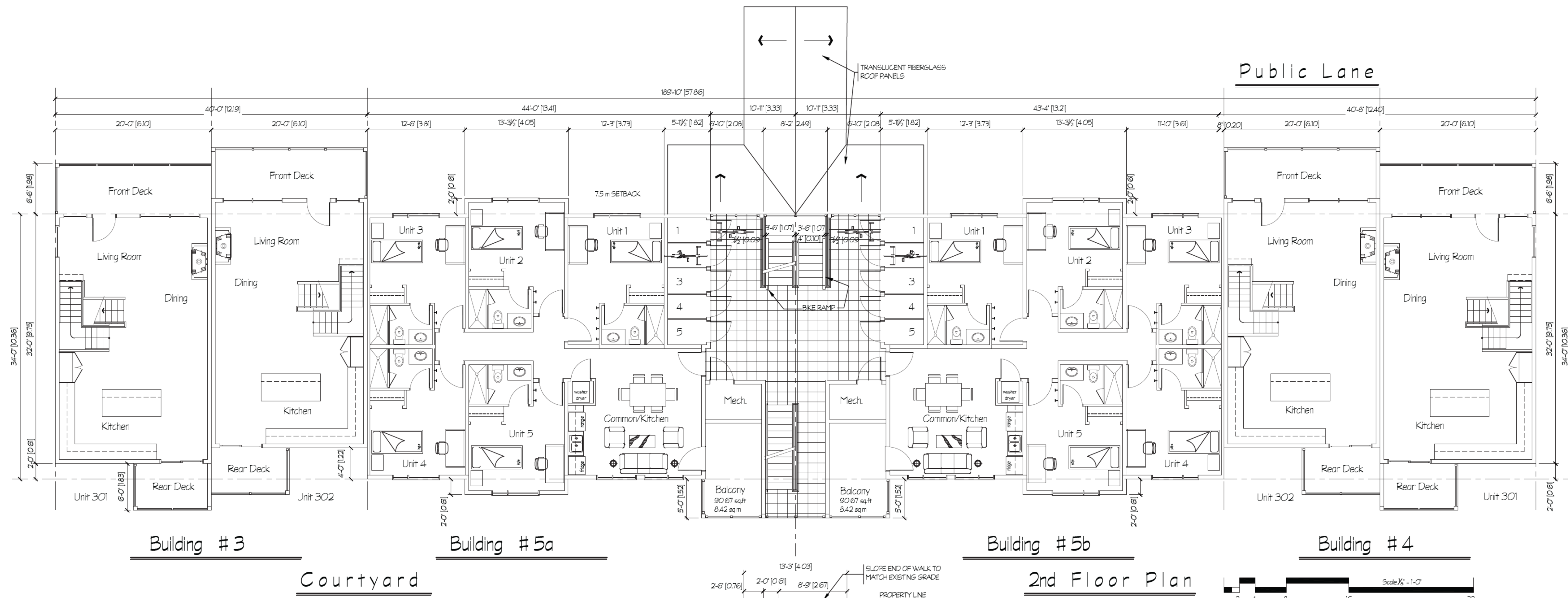
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4	Revised DP Submission Added Bike Racks	Feb 14/22
3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21

Drawing History  
Scale 1/8" = 1'-0"

**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
**Bldg 1 and 2 Elevations**

Project Number 2021-02  
Drawing Number **A-4**



Seal & Permit

No.	Description	Date
6		
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3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21

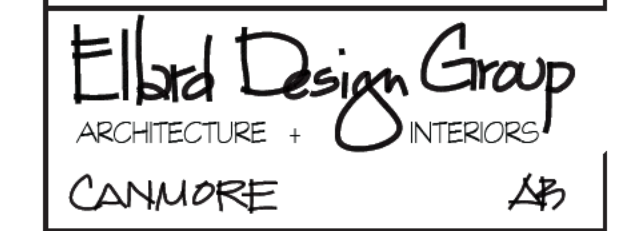
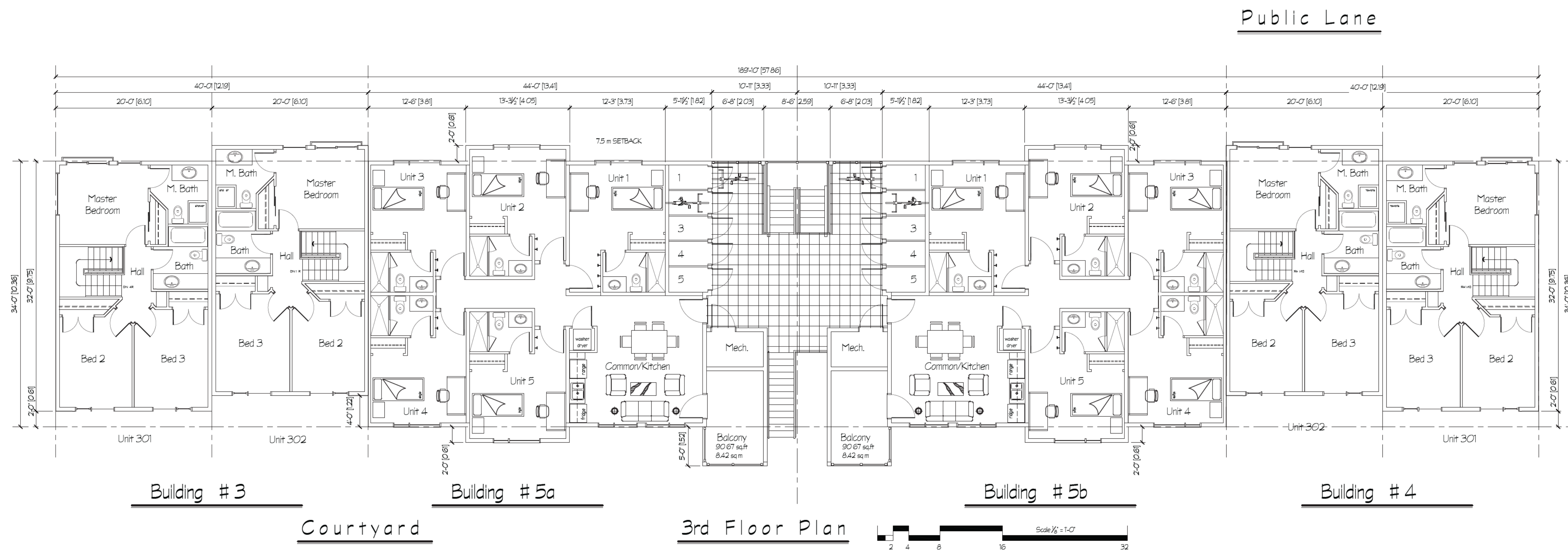
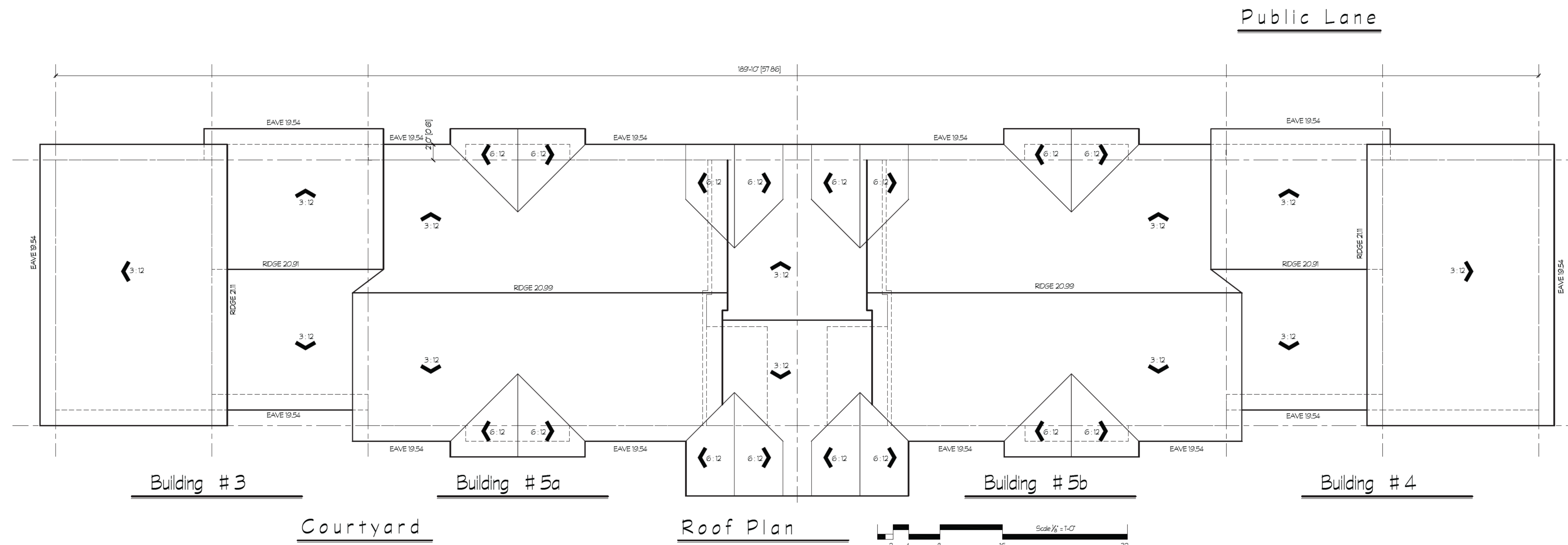
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**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
Bldg 3, 4 and 5  
1st and 2nd  
Floor Plans

Project Number  
2021-02

Drawing Number  
**A-5**



Seal & Permit

No.	Description	Date
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3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21

No.	Description	Date
Drawing History		
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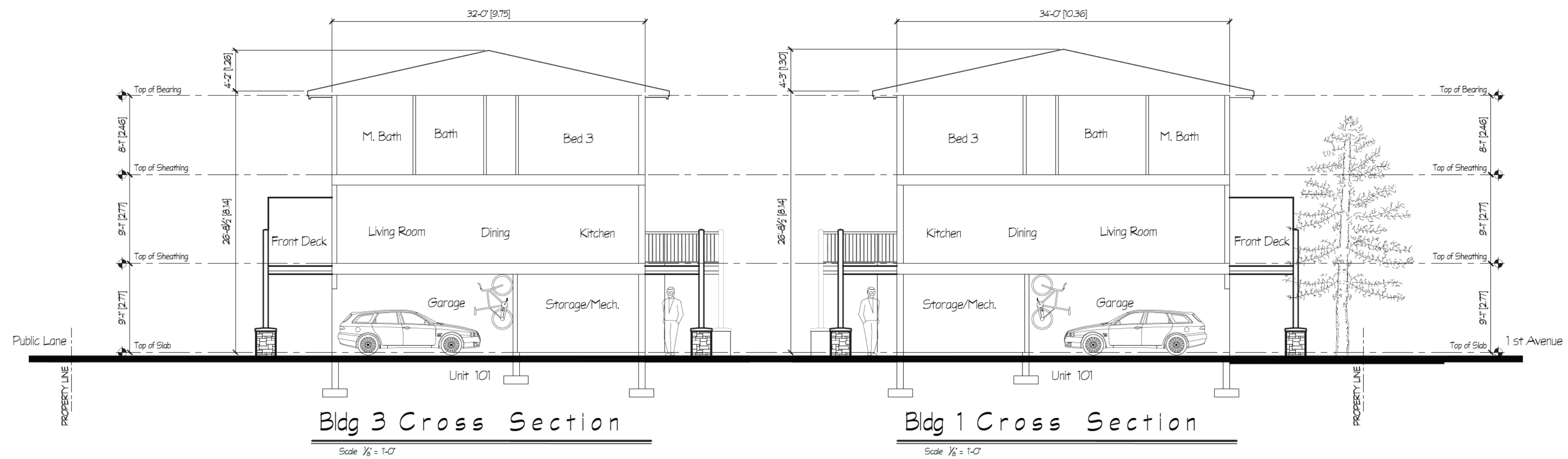
**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
Bldg 3, 4 and 5  
3rd Floor and  
Roof Plan

Project Number  
2021-02

Drawing Number  
A-6





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Seal & Permit

No.	Description	Date
6		
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3	Revised DP Submission	Feb 7/22
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1	DP Submission	Oct 25/21

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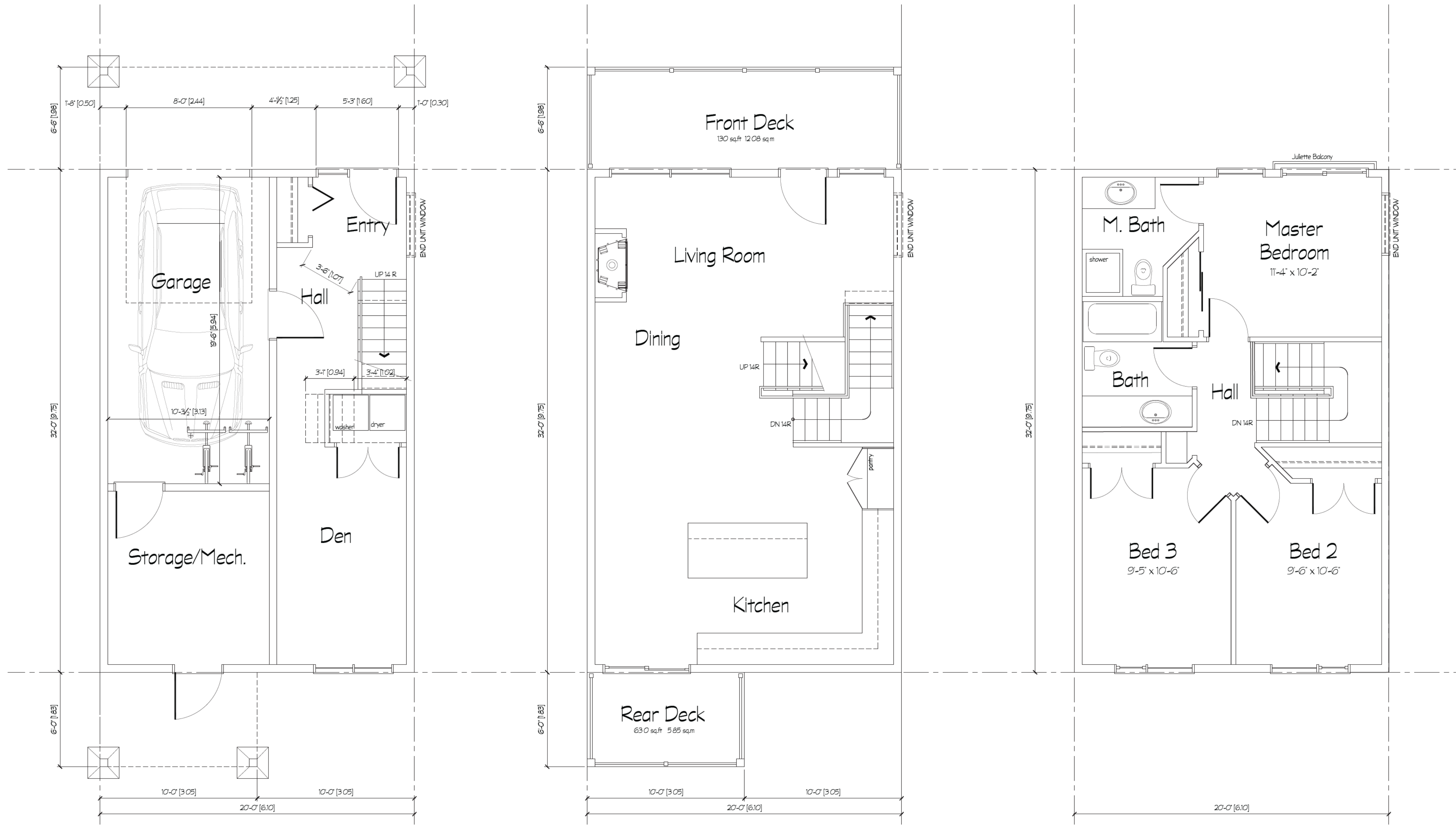
**Bald Eagle  
Peaks Chalets**  
1st Ave  
Canmore Alberta

Bldg 3, 4 and 5  
Elevations

Project Number  
2021-02

Drawing Number

A-7



Main Floor Plan Main Floor: 425 sq.ft. Garage: 215 sq.ft.

2nd Floor Plan Area 640 sq.ft.

3rd Floor Plan Area 640 sq.ft.



32 ft Model

SCALE 1/8" = 1'-0"

Seal & Permit

6		
5		
4	Revised DP Submission Added Bike Racks	Feb 14/22
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1	DP Submission	Oct 25/21
No.	Description	Date

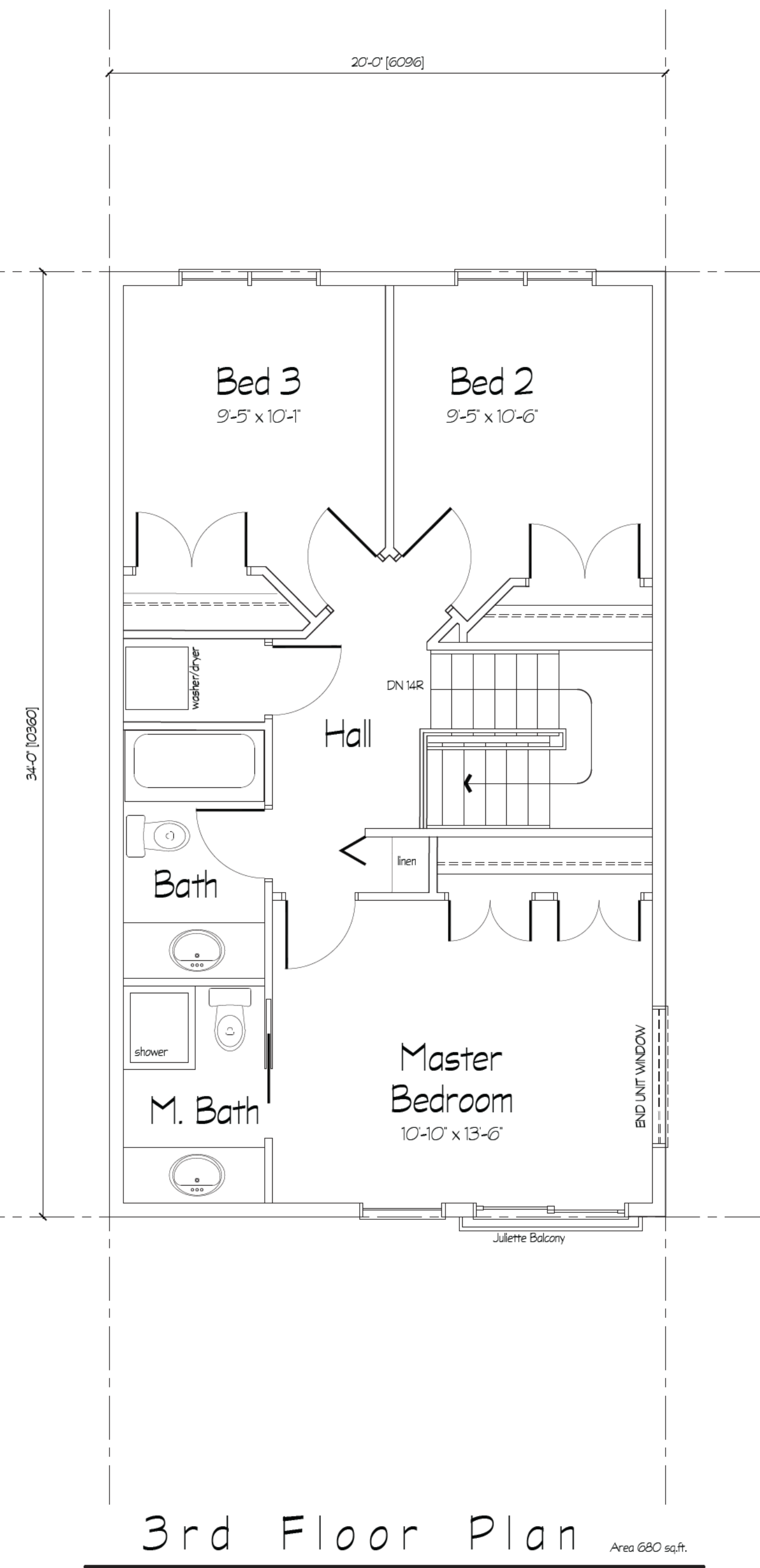
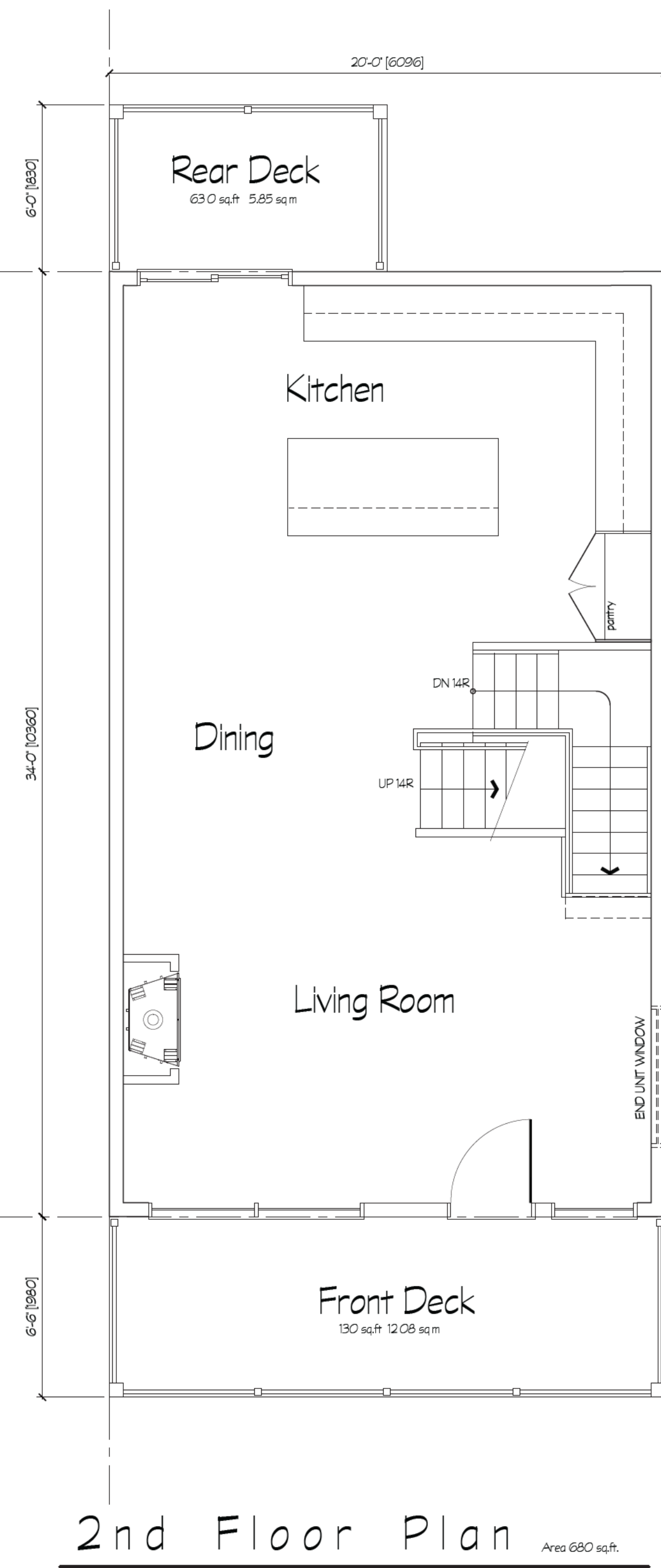
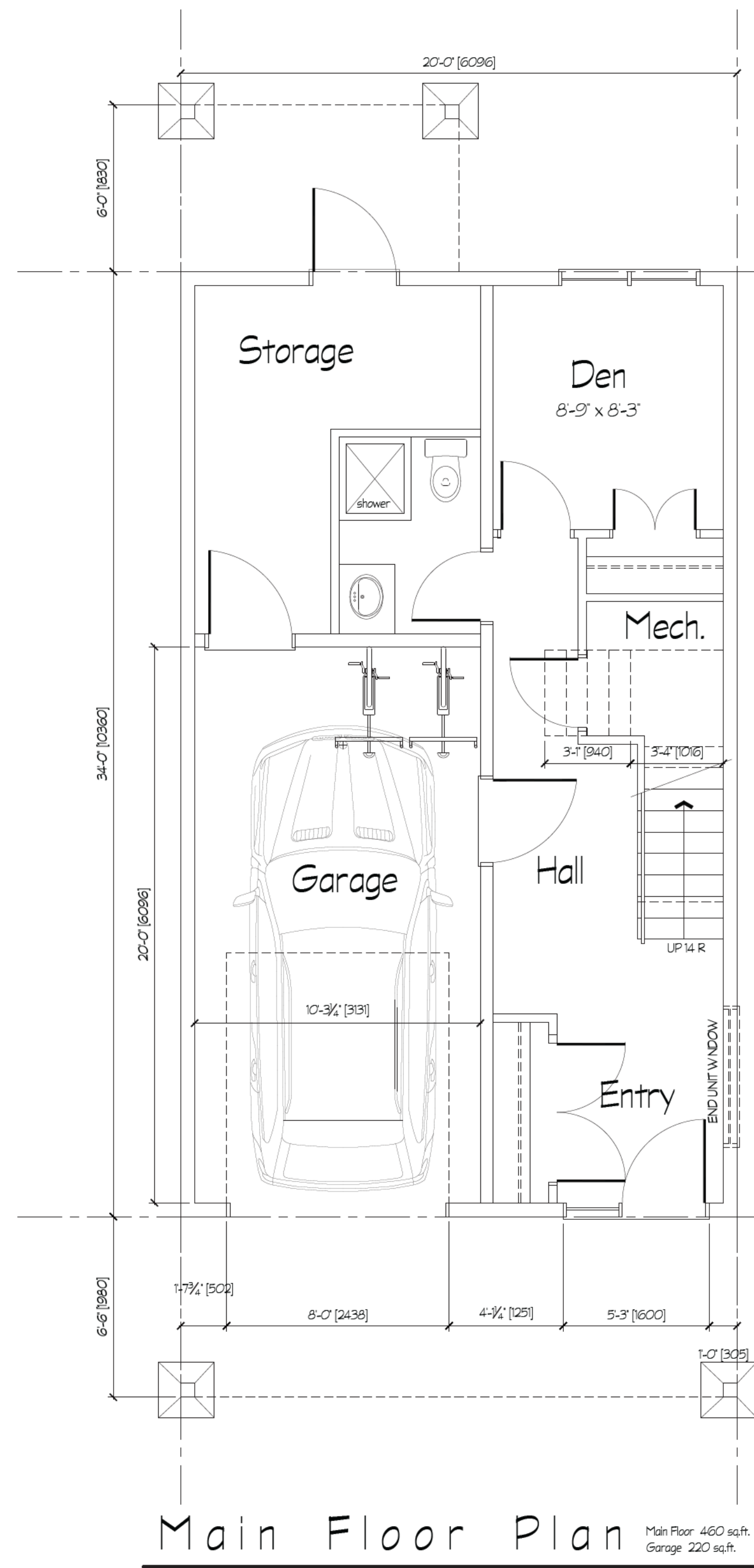
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Bald Eagle  
Peaks Chalets  
1st Ave  
Canmore Alberta

Drawing Title  
32 ft Large  
Scale Layout

Project Number  
2021-02

Drawing Number  
A-8



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ARCHITECTURE + INTERIORS  
CANMORE AB



Seal & Permit

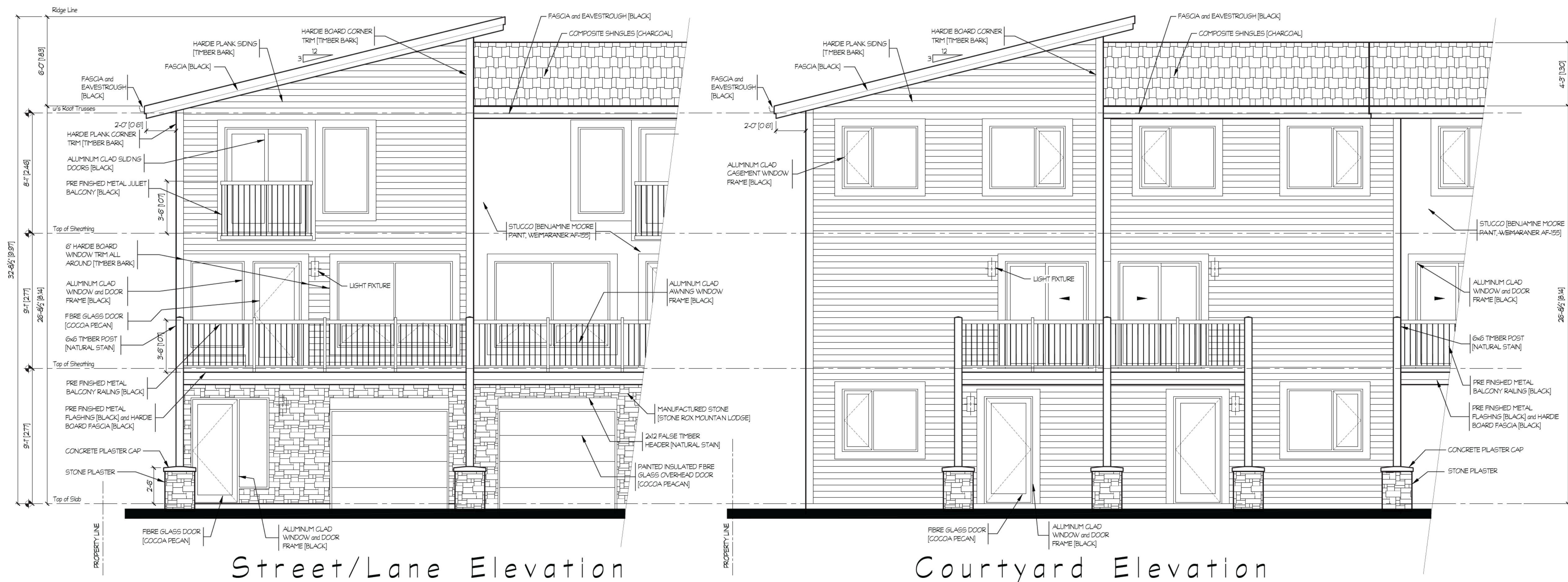
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2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21

Drawing History  
Scale: 1/8" = 1'-0"

**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

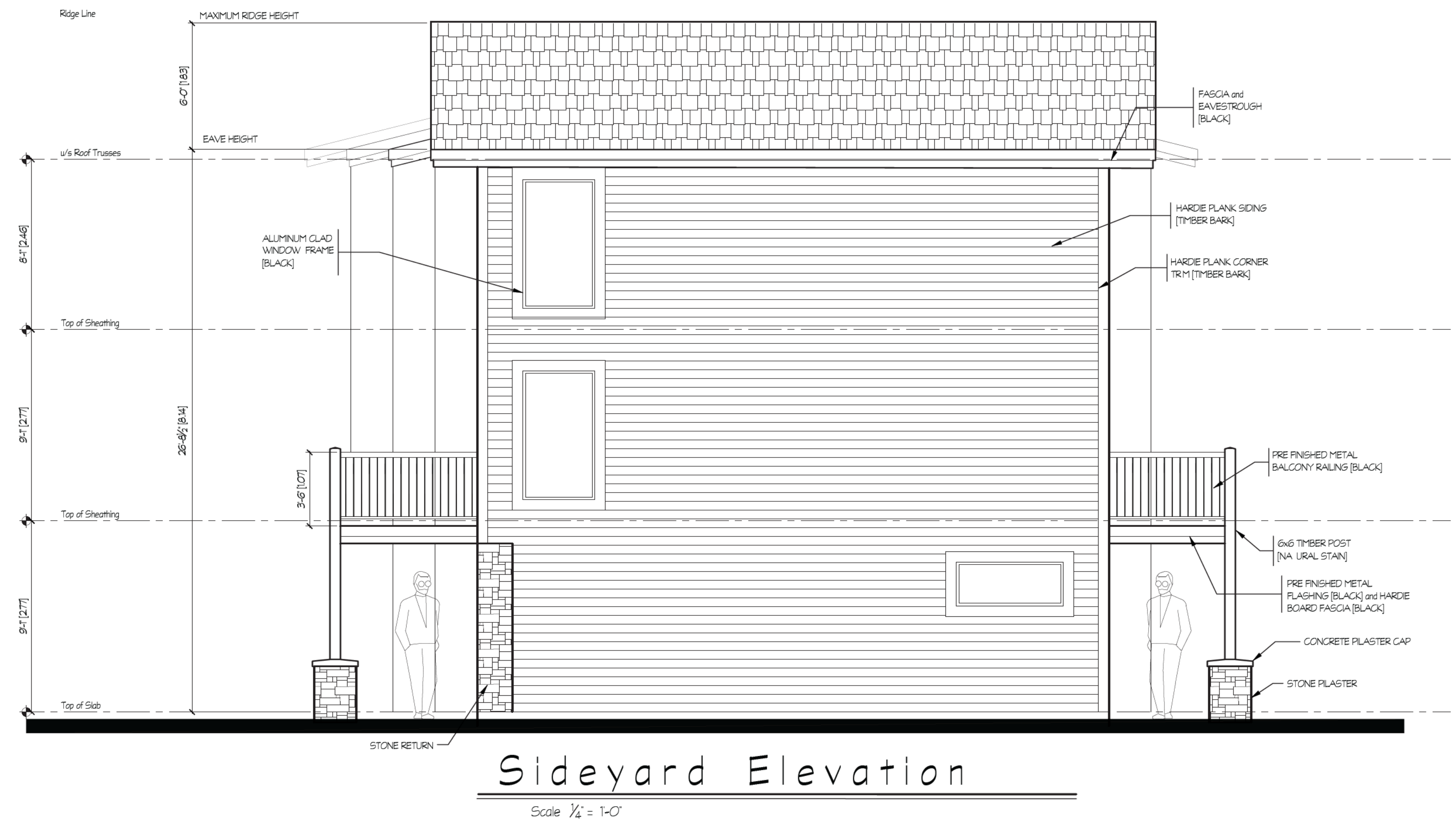
Drawing Title  
**34 ft Large Scale Layout**

Project Number: 2021-02  
Drawing Number: **A-9**



**Street/Lane Elevation**  
Scale 1/4" = 1'-0"

**Courtyard Elevation**  
Scale 1/4" = 1'-0"



**Sideyard Elevation**  
Scale 1/4" = 1'-0"

Elbald Design Group  
ARCHITECTURE + INTERIORS  
CANMORE AB



Seal & Permit

No.	Description	Date
6		
5		
4	Revised DP Submission Added Bike Racks	Feb 14/22
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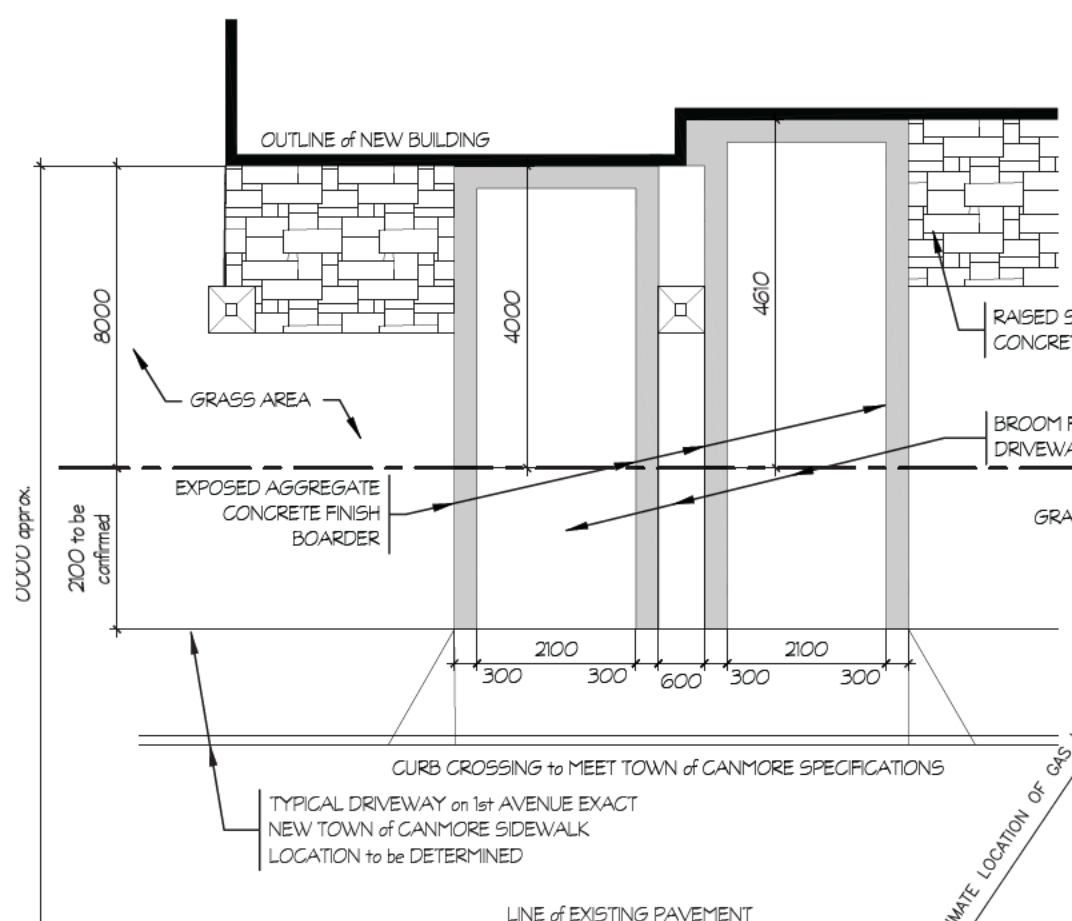
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**Bald Eagle Peaks Chalets**  
1st Ave  
Canmore Alberta

Drawing Title  
Large Scale  
Elevation Detail

Project Number  
2021-02

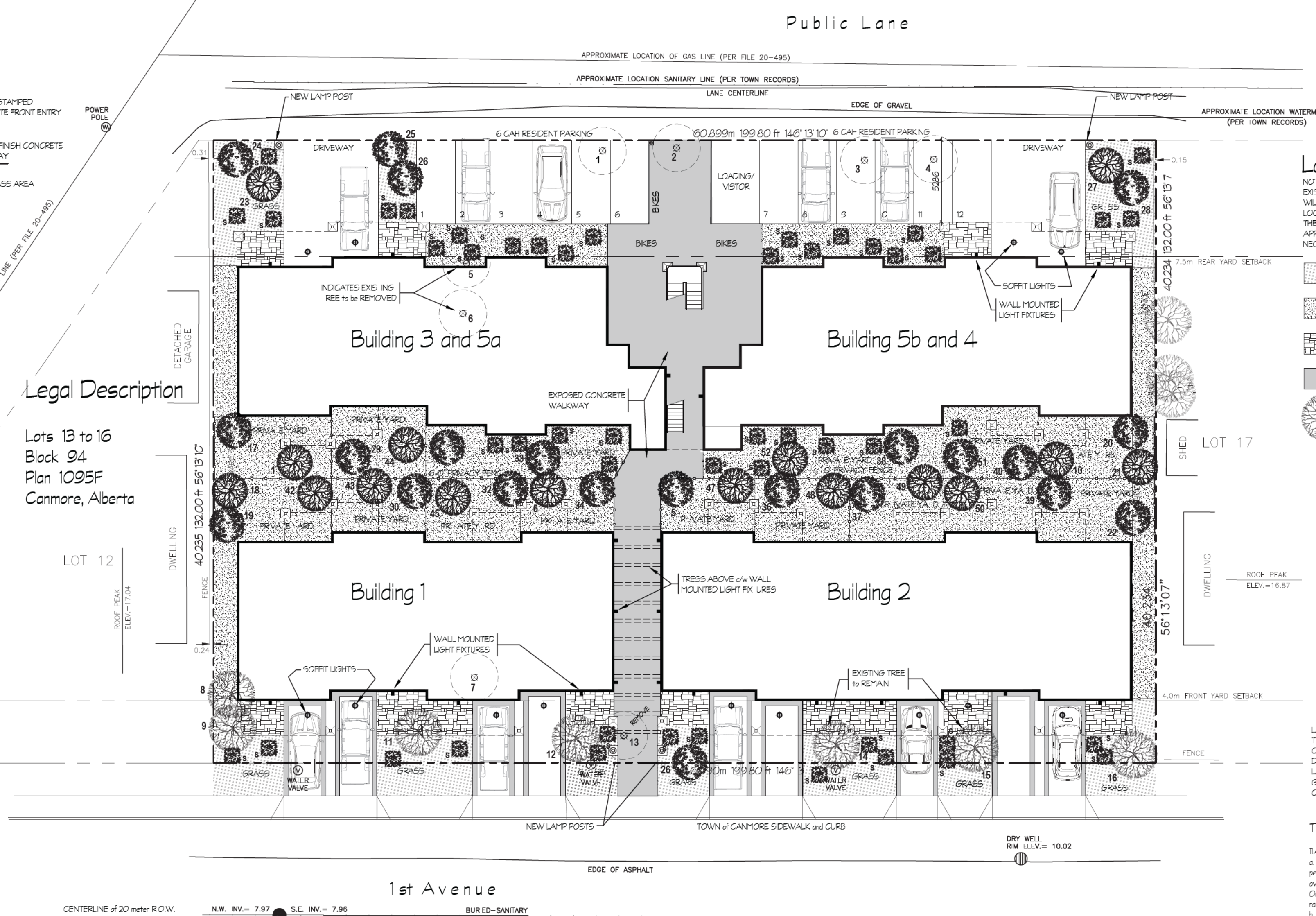
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A-10



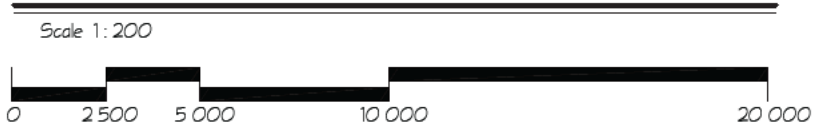
1st Avenue Driveway Detail  
Scale 1:100

Legal Description

Lots 13 to 16  
Block 94  
Plan 1095F  
Canmore, Alberta



Landscape Plan



Landscape Legend

- NOTE: EXISTING TREES ALONG 1st AVENUE WILL BE EVALUATED AS TO LOCATION AND GENERAL HEALTH. THEY WILL BE MAINTAINED WHERE APPROPRIATE AND REPLACED IF NECESSARY.
- GRASS
  - STONE RIP RAP or LANDSCAPE FABRIC COVER
  - STAMPED CONCRETE WALKING SURFACE
  - EXPOSED AGGREGATE CONCRETE SIDEWALK and DRIVEWAY BORDERS
  - 7-8" INCH SPRUCE TREES TO REMAIN as per LUB 2016-22 REVISED Sec 3.18.2.4
  - NEW DECIDUOUS TREES
  - NEW PLANTED 30 SHRUBS
  - NEW PLANTED MEDIUM SPRUCE
  - EXISTING TREES TO BE REMOVED as REQUIRED

LANDSCAPE DESIGN WILL BE IN COMPLIANCE WITH THE TOWN OF CANMORE ENGINEERING DESIGN AND CONSTRUCTION GUIDELINES AND OPEN SPACE DEVELOPMENT GUIDELINES. LANDSCAPE DESIGN WILL MEET, OR EXCEED, THE GUIDELINES ON THE SPECIES OF TREES, THEIR HEIGHT AND CALIPER.

Town of Canmore Land Use Bylaws

14.3.6 Standards for areas of natural landscaping are as follows:  
 a. Trees shall be planted in the overall minimum ratio of one tree per 20m<sup>2</sup> of landscaped area; shrubs shall be planted in an overall minimum ratio of one shrub per 20m<sup>2</sup> of landscaped area. On slopes greater than 15%, the Town may consider a minimum ratio of one tree per 35m<sup>2</sup> of landscaped area.  
 b. All plant materials shall be of a species capable of healthy growth in Canmore and shall be planted in conformance with the Town's Engineering Design and Construction Guidelines and Open Space Development Guidelines.  
 c. The mixture of tree sizes at the time of planting shall be equivalent to a minimum of 20% large trees (4m height coniferous, 65mm caliper deciduous), 30% medium trees (3m height coniferous, 70mm caliper deciduous), and 50% smaller trees (2m height coniferous, 50mm caliper deciduous).  
 d. Coniferous trees shall comprise a maximum of 25% of all trees planted in the case of conflict with the percentage of coniferous trees stated in the Town's Engineering Design and Construction Guidelines, this g.

Site Coverages

Site Area 2,450 sq.m  
Building Footprint 1,092.17 = 44.6%

Landscaping Requirements

Front Yard 155 sq.m 60% Landscaped  
Rear Yard 208 sq.m 43% Landscaped  
Side Yards and Interior Courtyard 671 sq.m = 100% Landscaped  
Total Site 1,034 sq.m = 42.2% of Site Area

Tree Schedule

Required Landscape Area: 980.0 sq.m  
No. of Trees Required: 49  
No. of Shrubs Required: 49

Tree Count	Required	Proposed
Large	20% = 9.8	12
Medium	30% = 14.7	14
Small		23
Totals		49
Shrubs		49
Tree Count		
Shrubs	49	10 - 20%
Deciduous		39 - 80%
Totals	49	49 - 100%

Number	Existing/ New	Tree Species	Tree Size	Proposed	Count	
1	Existing	Spruce	Remove			
2	Existing	Spruce	Remove			
3	Existing	Spruce	Remove			
4	Existing	Spruce	Remove			
5	Existing	Spruce	Remove			
6	Existing	Spruce	Remove			
7	Existing	Spruce	Remove			
8	Existing	Spruce	Remove			
9	Existing	Spruce	Remove			
10	New	Deciduous	Small	New	2	
11	Existing	Spruce	Large	Retain	2	
12	Existing	Spruce	Large	Retain	2	
13	Existing	Spruce	Large	Remove	2	
14	Existing	Spruce	Large	Retain	2	
15	Existing	Spruce	Large	Retain	2	
16	Existing	Deciduous	Large	Retain	2	
17	New	Deciduous	Medium	New	1	
18	New	Deciduous	Medium	New	1	
19	New	Deciduous	Medium	New	1	
20	New	Deciduous	Medium	New	1	
21	New	Deciduous	Medium	New	1	
22	New	Deciduous	Medium	New	1	
23	New	Deciduous	Medium	New	1	
24	New	Deciduous	Medium	New	1	
25	New	Deciduous	Medium	New	1	
26	New	Deciduous	Medium	New	1	
27	New	Deciduous	Medium	New	1	
28	New	Deciduous	Medium	New	1	
29	New	Deciduous	Small	New	1	
30	New	Deciduous	Small	New	1	
31	New	Deciduous	Small	New	1	
32	New	Deciduous	Small	New	1	
33	New	Deciduous	Small	New	1	
34	New	Deciduous	Small	New	1	
35	New	Deciduous	Small	New	1	
36	New	Deciduous	Small	New	1	
37	New	Deciduous	Small	New	1	
38	New	Deciduous	Small	New	1	
39	New	Deciduous	Small	New	1	
40	New	Deciduous	Small	New	1	
41	New	Deciduous	Small	New	1	
42	New	Deciduous	Small	New	1	
43	New	Deciduous	Small	New	1	
44	New	Deciduous	Small	New	1	
45	New	Deciduous	Small	New	1	
46	New	Deciduous	Small	New	1	
47	New	Deciduous	Small	New	1	
48	New	Deciduous	Small	New	1	
49	New	Deciduous	Small	New	1	
50	New	Deciduous	Small	New	1	
51	New	Deciduous	Small	New	1	
52	New	Deciduous	Medium	New	1	
					<b>Totals</b>	<b>49</b>

Seal & Permit

6		
5		
4	Revised DP Submission Added Bike Racks	Feb 14/22
3	Revised DP Submission	Feb 7/22
2	Revised DP Submission	Jan 30/22
1	DP Submission	Oct 25/21
No.	Description	Date

Drawing History

Scale 1:200

Bald Eagle  
Peaks Chalets  
1st Ave  
Canmore Alberta

Drawing Title

Landscape Plan and  
Site Lighting Plan

Project Number  
2021-02

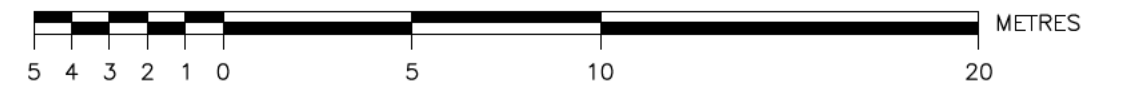
Drawing Number  
L-1

CANMORE, ALBERTA

PLOT PLAN  
FOR  
DEVELOPMENT PERMIT APPLICATION  
AFFECTING  
LOTS 13 TO 16,  
BLOCK 94, PLAN 1095F

PREPARED FOR:  
ARBUS MOUNTAIN HOMES INC.

SCALE = 1:200



NOTES:

- DISTANCES AND ELEVATIONS ARE IN METRES.
- ELEVATIONS ARE GEODETIC AND ARE REFERENCED TO ASCM 61275.
- AREA OF PARCELS SHOWN BOUNDED THUS: \_\_\_\_\_ AND CONTAINS: 0.245 ha. (2450.3 SQ.M)
- LAND USE DISTRICT IS 'TPT-CR' AREA 'A'.
- EXTENTS OF STACKED DECKS SHOWN.

BUILDING AREAS	SQ.M	COVERAGE
BUILDING 1	252.7	10.3%
BUILDING 2	315.9	12.9%
BUILDING 3 & 5A	270.9	11.1%
BUILDING 4 & 5B	270.9	11.1%
TOTAL	1110.5	45.3%

BUILDING 1

LEVEL	MAIN FLOOR	ROOF (PEAK)
ELEVATION	1311.14	1321.13

BUILDING 2

LEVEL	MAIN FLOOR	ROOF (PEAK)
ELEVATION	1311.00	1321.13

BUILDING 3, 4 AND 5

LEVEL	MAIN FLOOR	ROOF (PEAK)
ELEVATION	1311.14	1321.13

LEGEND:

- EXISTING GRADES
- DESIGN GRADES  
(ADD 1300.00 FOR GEODETIC ELEVATIONS)

LIMITING ELEVATIONS:

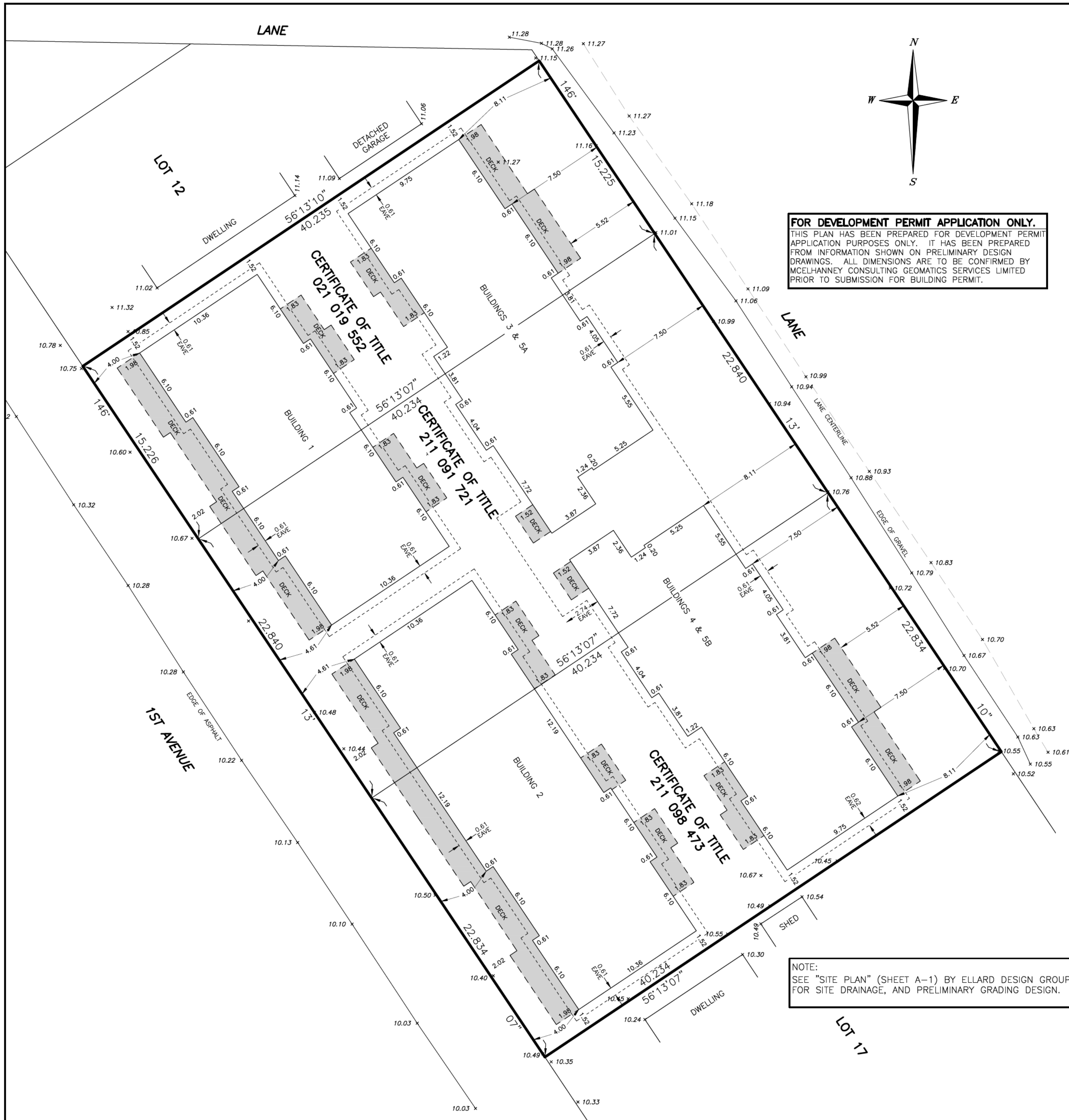
1. Town to determine H<sub>max</sub> for multifamily developments per section 2.8.5 of Land Use bylaw.
  2. HLC 9.8 1:100 Year Design Groundwater Elev. = 1310.5
  3. Provincial overland flood contour elev. = N/A
  4. HLC 9.3 minimum slab elev. = N/A
- \* References sections of the EDCC. Discuss effects on allowable building and roof elevations with the Town of Canmore.



CERTIFIED CORRECT THIS 15TH DAY  
OF DECEMBER, 2021

*Garret Dillabough*  
GARRET DILLABOUGH, A.L.S.

**McElhanney**  
LAND SURVEYS (ALTA) Ltd.  
203 - 502 BOW VALLEY TRAIL, CANMORE AB, T1W 1N9  
PH (403) 678-6363; FAX (855) 407-3895  
FILE: 21-139



**FOR DEVELOPMENT PERMIT APPLICATION ONLY.**  
THIS PLAN HAS BEEN PREPARED FOR DEVELOPMENT PERMIT APPLICATION PURPOSES ONLY. IT HAS BEEN PREPARED FROM INFORMATION SHOWN ON PRELIMINARY DESIGN DRAWINGS. ALL DIMENSIONS ARE TO BE CONFIRMED BY MCELHANNY CONSULTING GEOMATICS SERVICES LIMITED PRIOR TO SUBMISSION FOR BUILDING PERMIT.

NOTE:  
SEE "SITE PLAN" (SHEET A-1) BY ELLARD DESIGN GROUP FOR SITE DRAINAGE, AND PRELIMINARY GRADING DESIGN.



















EXTERIOR SITE LIGHTING



1<sup>st</sup> Avenue Fronting Buildings Exterior Lighting



Rear Lane Fronting Buildings Exterior Lighting



View from 1<sup>st</sup> Avenue Looking Through Internal Pathway



View from Rear Lane Looking At Stairwell and Landings



View of Rear of Buildings and Open Space



**ATTACHMENT 5 – SCHEDULE A – CONDITIONS OF APPROVAL**

**SCHEDULE A**  
CONDITIONS OF APPROVAL

**DEVELOPMENT PERMIT No.:** PL20210423

**LAND USE DISTRICT:** TPT-CR District

**APPROVED USE(S):** 13 TOWNHOUSE UNITS  
6 COMMON AMENITY HOUSING UNITS

**APPROVED VARIANCE(S):** 1. MAXIMUM DENSITY,  
2. MAXIMUM EAVELINE HEIGHT,  
3. MINIMUM BUILDING STEP BACK  
4. MAXIMUM CANOPY PROJECTION

**LEGAL ADDRESS:** PLAN 1095F  
BLOCK 94  
THAT PORTION OF LOT 15 WHICH LIES TO THE  
SOUTH EAST OF THE NORTH WEST 25 FEET  
THEREOF AND ALL OF LOT 16

PLAN 1095F  
BLOCK 94  
LOT 14 AND THE NORTH WESTERLY 25 FEET  
THROUGHOUT OF LOT 15

PLAN 1095F  
BLOCK 94  
LOT 13

**APPROVED VARIANCES TO LAND USE BYLAW 2018-22**

1. Section 3.18.2.12 - Maximum Density: Increase maximum density from 66 units per hectare to 77.8 units per hectare.
2. Section 3.18.2.11 - Maximum Eaveline Height: Increase maximum eaveline height from 7.5 m to 8.14 m.
3. Section 3.18.2.9 - Required Building Step Back Above Eaveline: Allow no minimum step back above the eaveline for the front and rear facades of all buildings from the required minimum 1.0 m.
4. Section 2.4.3 - Maximum Permitted Canopy Projection into the Rear Yard: Allow the canopy to project to the rear property line from the 0.6 m maximum permitted projection.

**STANDARD CONDITIONS:**

1. Prior to the release of the Development Permit, the applicant shall enter into a Development Agreement with the Town of Canmore to do the following:
  - a. construct or pay for the construction of the municipal improvements, infrastructure and services required by the development, which may include but shall not be limited to:
    - Transportation;
    - Water;
    - Sanitary;
    - Storm; and
    - Fire
  - b. pay the off-site levies imposed by the Off-Site Levy Bylaw; and

- c. provide security in accordance with the Engineering Design and Construction Guidelines (EDCG) to ensure the terms of the Development Agreement are carried out.
2. All construction associated with the approval of this Development Permit shall comply with the regulations of the Land Use Bylaw (LUB) 2018-22, unless otherwise stated under the approved variances section of this document.
3. All construction associated with the approval of this Development Permit shall comply with the Town of Canmore Engineering requirements as outlined in the Engineering Design and Construction Guidelines (EDCG).
4. All construction associated with the approval of this Development Permit shall comply with the Tree Protection Bylaw and ensure all tree protection measure are appropriately put in place prior to the development of the site, where determined necessary by the Town of Canmore Parks Department.
5. All construction, landscaping and exterior finishing materials are to be as shown on the approved plans and other supporting material submitted with the application.
6. Any trees, shrubs or other plant material installed as part of the landscaping plan which may die or are blown over, shall be replaced on an ongoing basis, prior to receipt by the developer of a Development Completion Certificate.
7. Any roof top mechanical apparatus, including chimneys and vents, shall be screened to the satisfaction of the Development Authority.
8. Access to the site for emergency vehicles shall be to the satisfaction of the Manager of Emergency Services.
9. All signs shall require a separate development permit.
10. **No occupancy** shall be permitted until an Occupancy Certificate has been issued by the Town of Canmore.

**SPECIFIC CONDITIONS:**

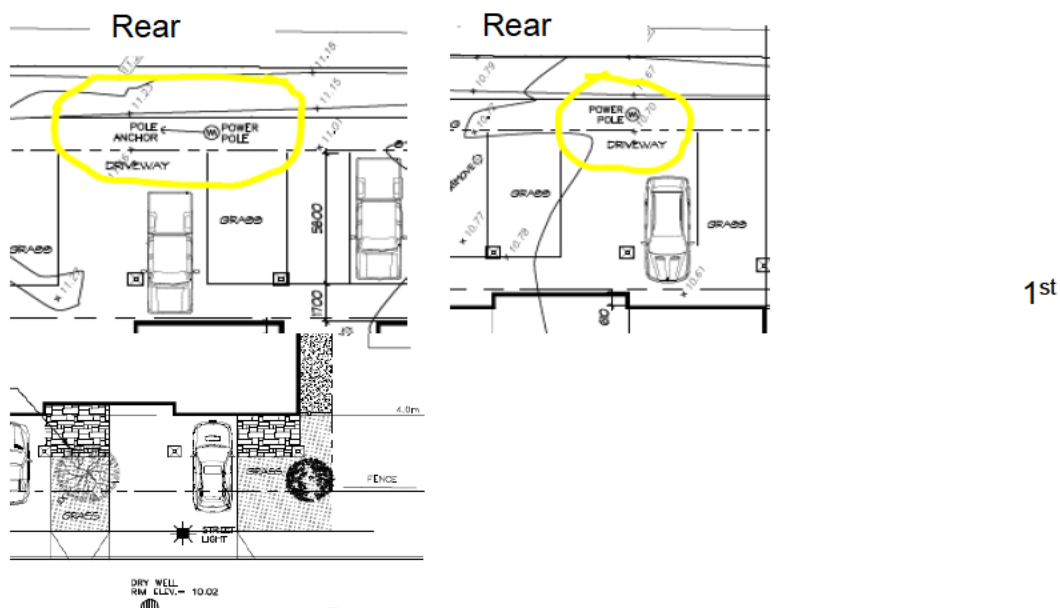
1. The applicant shall provide security to the Town of Canmore to ensure the completion of the project, in the form of cash or an irrevocable Letter of Credit. The amount should be equal to or no less than 1.25 (125%) of the estimated project costs for the project for landscaping and all hard surfacing, paving; and, site servicing; both to the satisfaction of the Town. The Letter of Credit shall be supplied at the time of the signing of the Development Agreement, and shall be in a format acceptable to the Town of Canmore.
2. The Developer shall pay off site levies according to the approved bylaw adopted by Council at the time of the signing of the Development Agreement. The Development Agreement shall specify the manner of the payment of these monies and all other relevant fees and contributions as determined by approved Town of Canmore policy(ies).
3. The Developer shall submit and follow their approved Construction Management Plan. The construction management plan submitted shall be followed through all stages of construction. If any problems arise where the Town Bylaws are being violated, a Stop Work Order will be delivered without warning and all construction shall cease until all problems have been rectified to the satisfaction of the Town of Canmore.
4. The Developer is required to provide a minimum of **25** vehicle parking stalls (plus **1**

visitor/loading stall), 20 long term bicycle stalls and 48 short term bicycle stalls as shown more or less in the approved plans to the satisfaction of the Development Officer. The Developer shall provide 1 visitor/loading stall in the location indicated in the approved plans. All on-site parking stalls, and loading spaces shall be graded and paved to dispose of drainage to the satisfaction of the Development Officer.

5. The Developer shall provide landscaping generally in accordance with the approved landscaping plan.
6. The Developer agrees to comply with the requirements for enhanced green construction, and that the development will be 1-10% better than the current NECB in place at the time of development as outlined in Section 11 Green Building Regulations of the Land Use Bylaw.
7. Commitments expressed in the Developer's Sustainability Screening Report become conditions of approval upon the signing of this Schedule A and will be included in the development agreement.
8. No plant material is permitted between 0.0m and 1.5m from the building.
9. Unless permission is granted by the Town of Canmore, snow clearing shall be handled on-site. No snow shall be pushed onto publicland.
10. The Developer shall screen any mechanical equipment or vents to the satisfaction of the Development Officer.
11. The Developer has requested the use of the Town of Canmore's solid waste services for this development. The Developer acknowledges and agrees to pay a levy and then a monthly fee, as established by and to satisfaction of the Town of Canmore, for use of this service.

**PRIOR TO THE RELEASE OF THE DEVELOPMENT PERMIT CONDITIONS:**

12. Prior to the release of the Development Permit, the Developer shall submit updated plans showing the relocation of street light within 1<sup>st</sup> Avenue and the power poles and associated pole anchors in the rear lane, as shown below, to a location that ensures the infrastructure does not conflict with minimum vehicle parking stall/driveway offsets and dimensions in accordance with the Town of Canmore Engineering Design and Community Guidelines and other applicable utility provider offsets.



13. Prior to the release of the Development Permit, the Developer shall submit updated drawings showing the location and dimensions of the required 48 exterior,

sheltered and lit bicycle parking stalls and the 20 required bike lockers, in accordance with the Town of Canmore Engineering Design and Construction Guidelines and to the satisfaction of the Engineering Department.

14. **Prior to the release of the Development Permit**, the Developer shall pay the following variance fees:  
Four (4) approved variances:  
Discretion limited in Land Use Bylaw 1@ \$370.00 = \$370.00 Discretion  
not limited in Land Use Bylaw 3@ \$200.00 = \$600.00 TOTAL  
FEES PAYABLE: \$970.00
15. **Prior to the release of the Development Permit** the Developer shall pay \$835 per unit, collected through the Development Agreement, as a levy for use of the Town of Canmore's solid waste services.
16. **Prior to the release of the Development Permit** the Developer shall submit revised drawings showing additional architectural elements to frame the townhouse entrances/doorways. The architectural elements will be to the satisfaction of the Development Officer.

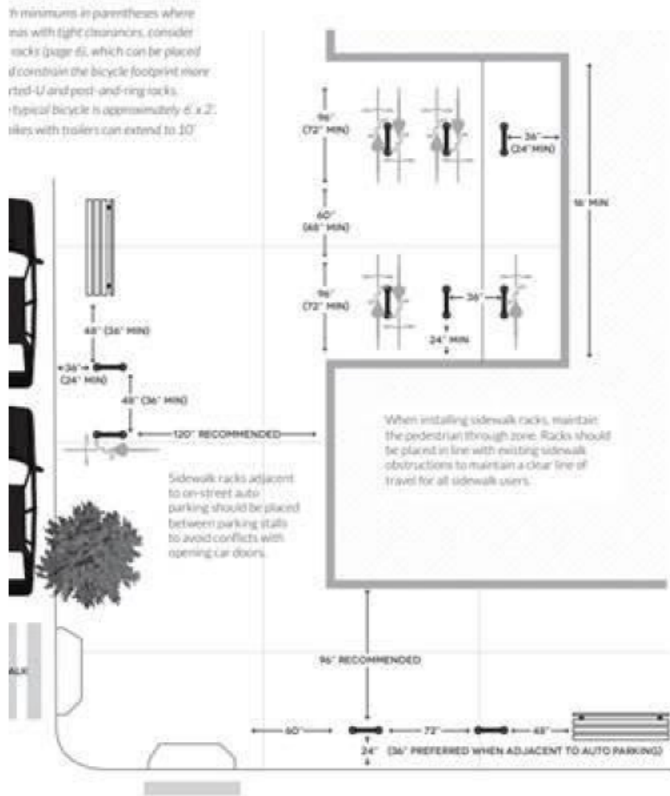
**PRIOR TO THE RELEASE OF THE BUILDING PERMIT AND COMMENCEMENT OF CONSTRUCTION CONDITIONS:**

17. **Prior to the release of the building permit**, the Developer shall consolidate Lot 13, Block 94, Plan 1095F; and Lot 14 and the north westerly 25 feet throughout of Lot 15, Block 94, Plan 1095F; and that portion of Lot 15 which lies to the south east of the north west 25 feet thereof and all of Lot 16, Block 94, Plan 1095F to the satisfaction of the Development Officer.
18. Future changes are being planned for the roadway network in Teepee Town, consistent with the Town's Integrated Transportation Plan. Features of the new design will include traffic calming and improved conditions for walking and cycling. This work will involve reconstruction of the road right-of-way and changes to elevations on 1<sup>st</sup> Avenue and the lanes surrounding the site, which will inform grading on the site and tie-ins to private property. **Prior to the release of the building permit**, the Developer shall:
  - a. Ensure the site frontage is tied back to the existing cross-section at either end of the frontage to function in the interim until the remainder of the roadway is built to the new standard; and
  - b. Undertake detailed design and construction of a 1.8m sidewalk, curb and gutter, boulevard, and streetlighting to fit in with the future streetscape and tie this development into the neighbourhood along the 1<sup>st</sup> Avenue frontage of the site. Driveway interface with the roadway must be a rolled curb. Detailed design including ground floor elevation shall be to the Satisfaction of the Town of Canmore Engineering Department.
19. **Prior to the release of the building permit**, the Developer shall submit a revised site plan showing the location/designated areas for snow storage onsite to the satisfaction of the Development Officer and Town of Canmore Engineering Department.
20. **Prior to the release of the building permit**, the Developer shall submit revised drawings showing all private utilities and/or infrastructure is located within the site and not the road right-of-way and is a minimum 0.5m away from any sidewalk or driveway. These drawings shall be to the satisfaction of the Town of Canmore Engineering Department.
21. The applicant must provide a detail for interior and exterior bicycle parking stalls, indicating dimensions and spacing, prior to the release of a Building Permit and

subject to approval by the Engineering Department.

All bicycle parking facilities shall be installed in accordance with the “recommended” (not minimum) dimensions presented in the Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking guidelines. Inverted U racks are recommended, ‘rim bender’ style bicycle racks are not permitted.

[www.apbp.org/resource/resmgr/Bicycle\\_Parking/EssentialsofBikeParking\\_FINA.pdf](http://www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf)



22. **Prior to the release of the building permit**, the Developer shall submit detailed drywell design drawings to the satisfaction of Town of Canmore Engineering Department.
23. **Prior to the release of the building permit**, the Developer shall submit detailed grading and servicing drawings to the satisfaction of Town of Canmore Engineering Department.
24. **Prior to the release of the Building Permit**, an updated servicing design narrative will be provided showing the calculated design flows for both water and sanitary sewer. The design narrative to state that designs are to be in accordance with the Town of Canmore, Engineering Design and Construction Guidelines to the satisfaction of the Town of Canmore Engineering Department.
25. **Prior to the release of the Building Permit**, the Developer shall submit a Stormwater Management Design narrative. The design narrative to state that designs are to be in accordance with the Town of Canmore, Engineering Design and Construction Guidelines to the satisfaction of the Town of Canmore Engineering Department.
26. **Prior to the release of the Building Permit**, the Developer shall submit addressing in accordance with the Town’s Civic Addressing Protocol.
27. **Prior to the release of the Building Permit**, the Developer shall provide lighting details as required by, and in conformance with Land Use Bylaw 2018-22 and to the satisfaction of the Development Officer.
28. **Prior to the release of the Building Permit**, the Developer shall provide a pre-construction energy report estimating the energy efficiency of the development using the current NECB.

**PRIOR TO OCCUPANCY AND OPERATION CONDITIONS:**

29. **Prior to occupancy**, the Developer shall provide evidence that the building achieved between 1-10% better than the current NECB in place at the time of development as outlined in Section 11 Green Building Regulations of the Land Use Bylaw.

## ATTACHMENT 6 – APPLICABLE POLICIES & REGULATIONS

### Town of Canmore Municipal Development Plan

#### Section 2.3 Growth Phasing

##### Affordable Housing

- 2.3.1 The development and construction of affordable market and non-market housing opportunities within existing and new neighbourhoods is supported in order to ensure Canmore remains an inclusive and diverse community.

#### Section 5 Affordable Housing

##### Goals:

1. To encourage the provision of affordable housing in various types, tenures and densities to meet the demands of an inclusive community.
2. To provide access to a range of safe and secure affordable housing that allows for both ownership and rental opportunities.
3. To integrate affordable housing throughout the town.
4. To cooperate with local businesses and the construction and development industry in finding innovative solutions to provide affordable housing for employees.
5. To remove barriers and facilitate development of affordable housing according to needs and demand.

#### 5.1 General Affordable Housing Policies

##### Housing Variety

- 5.1.1 Land use policies and other initiatives that encourage a wide range of affordable housing types, tenures and densities should be supported.

#### 5.3 Market Affordable Housing

- 5.3.4 Private initiatives to create additional seasonal and permanent employee housing opportunities should be supported by the Town.

#### 6.1 Neighbourhood Residential

##### Housing Variety

- 6.1.5 Multiple-unit residential developments should generally be dispersed throughout neighbourhoods to provide for a mix of housing types in all areas.

### Teepee Town Area Redevelopment Plan

#### Section 4.1.2 Low – Medium Density Area

##### Supported Built Forms:

Accessory dwelling unit, duplex house, townhouse, stacked townhouse

##### Policies

###### *Uses*

1. To maintain the residential character of this area, uses will be restricted to residential housing with limited accessory uses such as home occupations and bed and breakfasts.
2. Accessory dwelling units and common amenity housing shall be supported in this area of Teepee Town. Development incentives may be used to encourage these uses.

###### *Site Design*

3. Flexibility should be given to the placement of new buildings on parcels.
4. Preserving existing mature trees shall be encouraged.
5. Access and parking for residential development shall be from the lane. When this is not feasible, driveways and parking may be allowed in the front yard when they are designed to complement the streetscape.

**Building Design**

6. The Town-wide architectural requirements will be applicable to development in Teepee Town.
7. Contemporary architectural styles may be permitted when they meet the intent of the town-wide architectural requirements.
8. Buildings shall face and address the street or streets and include prominent entrances.
9. Duplicate or very similar buildings shall not be allowed adjacent to one another.

**Land Use Bylaw**

**Section 3.18.2 Sub District A (Teepee Town Comprehensive Redevelopment District)**

**Maximum Density:**

3.18.2.12 The maximum density shall be 66 units per hectare. Up to two Attached Accessory Dwelling Units shall be excluded from this maximum.

**Maximum Eaveline Height:**

3.18.2.11 The maximum building height and site coverage may be increased as shown in Table 3.18.2-1. The building height increase cannot be combined with the building height increase as allowed pursuant to Section 8.4.2.3.

Unit Type	Increase Criteria	Maximum Site Coverage	Maximum Building Height
Common Amenity Housing	None	51%	10 m, not exceeding 7.5 m at any eaveline
Duplex	Two Accessory Dwelling Units	51%	10 m, not exceeding 7.5 m at any eaveline
Townhouse and Townhouse, Stacked	One Accessory Dwelling Unit	51%	10 m, not exceeding 7.5 m at any eaveline

**Building Step-back:**

- 3.18.2.8 Any portions of the building above the designated eaveline height shall step back as follows:
- a. Front and rear facing facades: a minimum of 1 m from the building façade below.

**Maximum Canopy Projection:**

Table 2.4-1 Maximum permitted residential projections in yard setbacks

Structure	Front yard	Rear yard	Side yard
Air conditioning equipment	None	None	None
Bay Window that does not increase the floor area	1 m	1 m	None
Canopy [2020-16]	0.61 m	0.61 m	0.61 m
Cantilever on the principal dwelling	1 m	1 m	0.61 m
Chimneys	0.61 m	0.61 m	0.61 m, but in no cases closer than 1.2 m to the property line
Eaves, sills, gutters	0.61 m	0.61 m	0.61 m
	An additional 0.3 m where extending beyond a cantilever on a Detached Dwelling or Duplex Dwelling.		
Patio	<ul style="list-style-type: none"> <li>• 1 m into waterbody setback [2021-24]</li> <li>• Full projection for all other setbacks [2021-24]</li> </ul>		
Stairways and landings greater than 0.61 m above grade, leading to the principal dwelling	3 m	3 m	1 m (into one side yard only, where the stairs/landings are 2 m or less above grade)
Uncovered balconies, Uncovered decks and porches less than 4m above grade [2020-16]	2 m	2 m	None
Mechanical venting	0.61 m	0.61 m	0.61 m



**Applicant Submission  
Arbus Mountain Homes  
Dale Hildebrand**



17 MacDonald Place  
Canmore AB Canada  
T1W 2N1

403-869-6200

[dale@arbusmtnhomes.com](mailto:dale@arbusmtnhomes.com)

April 13, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta T1W 3K1

**Attn: Katy Bravo Stewart**

**via email: [sdab@canmore.ca](mailto:sdab@canmore.ca)**

**Re: Subdivision & Development Appeal Board Hearing  
1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of  
Lot 15 which lies to the SE of the NW 25 feet thereof and all of  
Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet  
throughout of Lot 15 Plan 1095f, Block 94, Lot 13  
13 Townhouse Units and 6 Common Amenity Housing Units  
Development Maximum Density, Maximum Eave Line Height,  
Maximum Canopy Projection in Rear Yard, and Building  
Stepback Variance  
Appeal against an approval by the Canmore Planning  
Commission**

### **Introduction**

My name is Dale Hildebrand, and I am the president of Arbus Mountain Homes Inc. We are a local builder and real estate developer in Canmore. Arbus owns the properties at 1330 – 1<sup>st</sup> Ave, 1338 – 1<sup>st</sup> Ave and 1342 – 1<sup>st</sup> Ave. We have been issued development permit PL20210423 by the Town of Canmore, with approval from Canmore Planning Commission (CPC), subject to 39 conditions, all of which we intend to meet. Development Permit PL20210423 has been appealed by a group of neighbours (the Appellants).

We provide the following written submissions and request the opportunity to present additional information orally during the hearing on April 21<sup>st</sup>. Assisting us with our oral presentations to the SDAB will be Kristen Faber, P.Eng., Transportation Planning Engineer, who can speak to parking and traffic issues, and Kathleen Elhatton Lake, legal counsel.

### **Appellants**

We met with three representatives of the Appellants on April 4<sup>h</sup> - Ms. Aleks Schantz; Ms. Tara van Kessel and Mr. Sean Hennessey, all residents at 1401 – 1<sup>st</sup>. Ave. The Appellants have advised that they are willing to withdraw their appeal if we substitute the Common Amenity Housing units with additional townhome units. Unfortunately, the Development Authority has advised that changes to the issued Development Permit PL20210423 are not possible at this stage of the development process.

We note that the Appellants did not expressed their concerns to the CPC during the public hearing held on February 23, 2022.

We submit that the Appellants are not as concerned with the Town of Canmore's *Land Use Bylaw 2018-22* (LUB) variances granted; rather, their concerns are with the development of Common Amenity Housing units in their neighbourhood. Their concerns expressed to us include inadequate parking and "less favourable" neighbours who could occupy employee accommodation units.

### Parking

With respect to parking, the study prepared by WSP (Attachment A) states that 12 dedicated stalls for the proposed six employee accommodation units (30 bedrooms, or 0.4 parking stalls/bedroom) is adequate. The study also notes that nearly identical units at the Peaks of Canmore currently utilize only 0.175 parking stalls/bedroom. This evidence is corroborated by two large Canmore employers who state that only 10% to 15% of their employees require parking stalls. We submit that the number of parking stalls proposed is more than adequate.

### Density

The proposed development hinges on increasing the 66 units/HA density from the LUB default for a 4-unit Townhouse development (4-plex) with Accessory Dwelling Units (ADUs) (permitted use), to Townhouse (permitted use) without ADUs, and Common Amenity Housing (discretionary use). As communicated to the CPC, the increased density is required to make the proposed employee accommodation viable.

As we advised the CPC, we could have developed four 4-plex units. Attachment B provides a comparison of the proposed development with the development of four 4-plex units. The development of four 4-plexes with eight ADUs would result in higher density than the proposed development. Many of the Appellants complaints are applicable to either development option. The 4-plex units; however, would not have required CPC approval.

### Employee Accommodation

Our understanding of the LUB is that there are no restrictions on who can reside in a residential dwelling. For example, a group of non-family related individuals can own or rent a residential unit and share common facilities like kitchens, living rooms, bathrooms and bedrooms. What the LUB does provide is concessions for the development of residential units that can accommodate Common Amenity Housing and Employee Housing. For Teepee Town Area "A", the development of Common Amenity Housing allows for concessions as outlined in LUB Table 3.18.2-1. These concessions are consistent with Town of Canmore policies to encourage these type of housing developments.

While development permit PL20210423 provided for Common Amenity Housing, we made a commitment to the CPC that we would only sell or lease the Common Amenity Housing units to employers, who in turn provide housing for their employees, and make these conditions binding in the condominium bylaw provisions. Hence, the proposed development will be restricted to employee accommodation. Please see Attachment C, correspondence to the Appellants, outlining these commitments.

We submit that employee accommodation is prevalent in Teepee Town, and has been for many years. Teepee Town is an area of Canmore where employers and investors/developers have purchased homes for employee accommodation and where employees have rented accommodations. The close proximity to downtown and many tourist and retail related businesses makes Teepee Town an ideal location, and is why the Town of Canmore revised the Teepee Town Area Redevelopment Plan (ASP) and LUB to allow for densification and Common Amenity Housing in this neighbourhood.

### Employees as Neighbours

With respect to the Appellants concerns with employees being "less favourable" neighbours, we conducted a significant amount of research before applying to the Town of Canmore on May 29, 2021

for this development. Our research indicated that resort and retail type employees tend to require four types of housing as they progress through their careers. These steps were outlined in our application letter to the Development Authority:

We have invested considerable resources to interview and survey potential employers on their amenity housing needs. In general, there are several types of amenity housing that employers are seeking:

1. Short term dorm style accommodation, shared kitchen facilities and bathrooms, typically for newer / entry level employees
2. Medium term single room accommodation, shared kitchen facilities and bathrooms, typically for newer / entry level employees, 1 or 2 employees per room
3. Longer term single room accommodation, shared kitchen facilities, private bathroom, storage facilities, typically for employees 6 months +, single employee or 2 employees cohabitating
4. Longer term shared accommodation, 1 to 3 bedrooms, shared kitchen facilities, typically for employees 1 year + (these type of accommodation is typically provided by existing housing stock – apartment condos, townhomes, older homes, etc.).

Our proposed development is targeted at more mature and less transient employees seeking stage 3 type accommodation.

A significant portion of the existing neighbourhood is currently being utilized to house employees. Groups of 2 to 6 employees renting the main or basement level of a home, sharing common kitchen, living and bathroom spaces, with private bedrooms. The Appellants advised that they have no concerns with these arrangements, and have lodged no complaints due to noise, etc. The proposed employee accommodation will be no different from the existing, except that there will be greater incentives and controls in place to manage noise and other issues, and the proposed development will be compliant with current building codes and be more energy efficient.

## Employers

Our research indicated that most of the larger employers in the Bow Valley provide, or want to provide, employee accommodation, as a condition of employment. Unlike the *Residential Tenancies Act* that requires a 90-day notice period to evict a “less favourable” tenant / employee who cause issues, contracts between the employer and the employee can result in loss of employment and swift eviction.

We submit that Canmore is facing a housing crisis. Housing was the key issue in the last municipal election. The Provincial government has a stated mandate to increase tourism in Alberta. Canmore employers are telling us it is increasingly difficult to find employee housing, and the cost of employee housing keeps increasing.

Many Canmore employers have purchased housing for their employees to use. The Job Resource Center published in 2019 a Staff Housing Guide as a resource to employees.<sup>1</sup> On pages 46 to 66 there are listings for larger Canmore employers along with a description of the type of housing they provide, most of which is standard housing stock, i.e., single family homes, condominium units and apartments, as shared accommodation for groups of employees.

As the selling price of homes in Canmore increases, some of these employers are electing to sell or redevelop their properties. More importantly, investors/developers who were renting to employees are also electing to sell or redevelop, all of which is reducing the housing stock available for employee accommodation in Canmore. The housing crisis is getting worse. Please see Attachment D for recent statistics on single family home prices in Canmore.

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<sup>1</sup> [https://issuu.com/jobresourcecentre/docs/housing\\_project\\_2019\\_english\\_vf\\_7\\_w](https://issuu.com/jobresourcecentre/docs/housing_project_2019_english_vf_7_w)

## Town of Canmore Policy Alignment

The Mayor of Canmore has struck a task force to address the employee accommodation crisis in Canmore. Attachment E provides correspondence from the Mayor, provided with his permission. Our proposed project was cited as an example of the type of housing the task force supports to address the employee accommodation crisis.

From the start of our discussions with the Development Authority we were clear that we would not pursue employee accommodation without the Town of Canmore's support. The Town of Canmore's mandate to encourage the development of employee housing is outlined in the Municipal Development Plan, Bylaw 2016-03 (MDP). Please see Attachment F for an extract of the relevant section. In particular the MDP states the following goals:

1. To encourage the provision of affordable housing in various types, tenures and densities to meet the demands of an inclusive community.
2. To provide access to a range of safe and secure affordable housing that allows for both ownership and rental opportunities.
3. **To integrate affordable housing throughout the town.**

The policies applicable to the proposed project include:

- Land use policies and other initiatives that encourage a wide range of affordable housing types, tenures and densities should be supported.
- **Affordable housing should be integrated and distributed throughout Canmore's neighbourhoods, with preference given to locations within reasonable walking area of the Town Centre, commercial and mixed use areas, or transit stops.**
- **Alternate or less stringent architectural design standards for affordable housing will be allowed where the development remains complementary to the neighbourhood in which it is located.**

We submit that the proposed development is aligned with the goals and policies outlined in the MDP.

The CPC was supportive of our proposal and Commissioners complemented us on taking the initiative to bring forward a partial solution to the employee accommodation crisis.

Additional support was provided in the Canmore Planning Commission Staff Report for the proposed development for application PL20210423, presented to the CPC on February 23, 2022, under the Background section, referring to the MDP and the ASP.

We note that Canmore Town Council gave approval for first reading for a proposed Common Amenity Housing and Employee Housing development on April 5, 2022.<sup>2</sup> The major and all councilors were supportive of this proposed development. Administration's presentation noted the Town's critical housing needs and the loss of supply in the Teepee Town area. Please see Attachment G. These comments are consistent with our submissions.

The Job Resource Centre publishes the LABOUR MARKET REVIEW with germane information on the local labour market. From the most recent publication, we note that 51% of the jobs posted in Banff offer staff accommodation, compared to only 20% in Canmore.<sup>3</sup> Employers in Canmore have advised us that the lack of suitable housing is impacting their ability to offer employee accommodation, hire employees and remain economically viable.

## LUB Variances

The proposed development has four LUB variances:

<sup>2</sup> <https://www.youtube.com/watch?v=bOlybof4gGc>

<sup>3</sup> <https://www.jobresourcecentre.com/s/Spring-LMR-2022-FINAL.pdf>

### 1. Maximum Density

As noted, the LUB Teepee Town Area “A” contemplates a 4 unit Townhouse development (4-plex) on standard 50’ x 132’ lots for a density of 66 units/HA. The sketch below was presented to the CPC and notes the density in the area of the proposed development:



The project was designed to provide graduated density from 66 units/HA in Area “A” to unlimited density in Area “B”. We note that the residence at 1401 – 1<sup>st</sup> Ave., including the 3 ADUs, has a density of 107 units/HA. Our proposed development will not have any ADUs.

If we were to build four 4-plex units with 8 ADUs the density would be 90 units/HA.

We submit that an increased density along 1<sup>st</sup> Avenue from 66 to 73 units/HA will not have a significant impact on massing against the street, as shown in the illustration below:



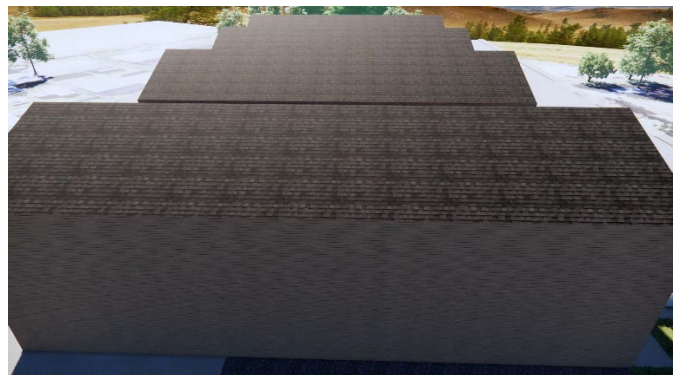
This is the key variance granted by the Development Authority and approved by the CPC to provide employee accommodation. Without this variance, employee accommodation is not viable.

### 2. Building Eaveline Height

This variance allows for lower slope roofs, which allow us to meet the maximum building height required under the LUB. As presented to the CPC, we are proposing a courtyard between the front and back buildings. The courtyard will provide for private, fenced amenity spaces, desirable areas that cannot be accommodated with 4-plex units.

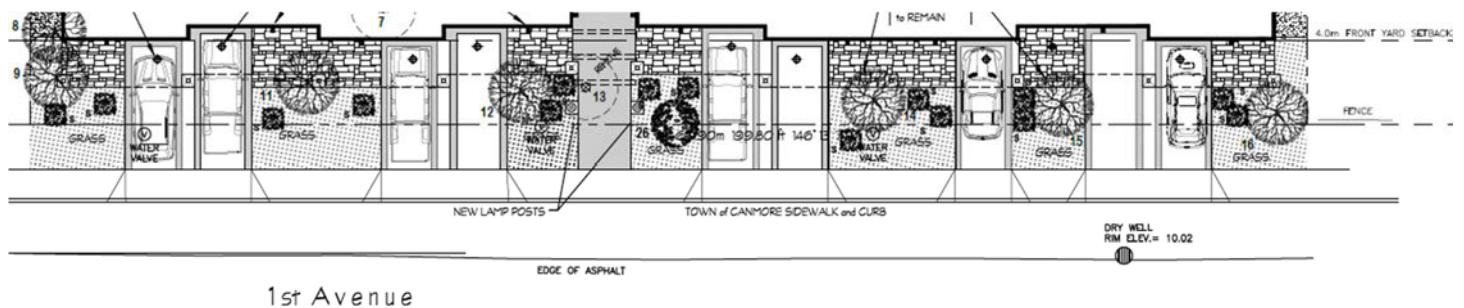


The following illustration shows the proposed development with the eve height variance compared to a 4-plex building without the eve height variance. We submit that the courtyard will provide significantly more day light and have significantly less impact on adjacent properties:



### 3. Building Step Back

We submit that section 3.18.2.9 of the LUB that requires the front and rear facing facades to be set back a meter is intended to primarily reduce the mass of 4-plex type buildings against the street. Our development has 0.6 m articulations between the units, and we are required to develop about 3 meters of Town of Canmore property in front the units with a sidewalk and landscaping. This will enhance and increase the front setback lessening any impact from the reduced façade articulations.



### 4. Canopy Projection

This variance is required to meet the Development Authority imposed requirement for more covered bicycle parking stalls. The proposed canopy will be relatively unobtrusive in the ally:



We understand that the LUB variances in Development Permit PL20210423 can be confirmed if the proposed development does not unduly interfere with the amenities of the neighbourhood and materially interfere with or affect the use, enjoyment or value of neighbouring parcels of land.<sup>4</sup>

We submit that the requested variances will not have impact on the amenities of the neighbourhood – the streets, sidewalks, streetlights, parks, water and sewer services, etc. will not be impacted. We will, however, be improving the amenities of the neighbourhood with the development of landscaping and sidewalk on Town of Canmore property, installation of another fire hydrant and contributing financially to the development of additional recycling and waste management infrastructure and other services covered under off-site levies. We also intend to pay for upgrades to FortisAlberta’s electrical system in the ally and pursue rooftop community solar.

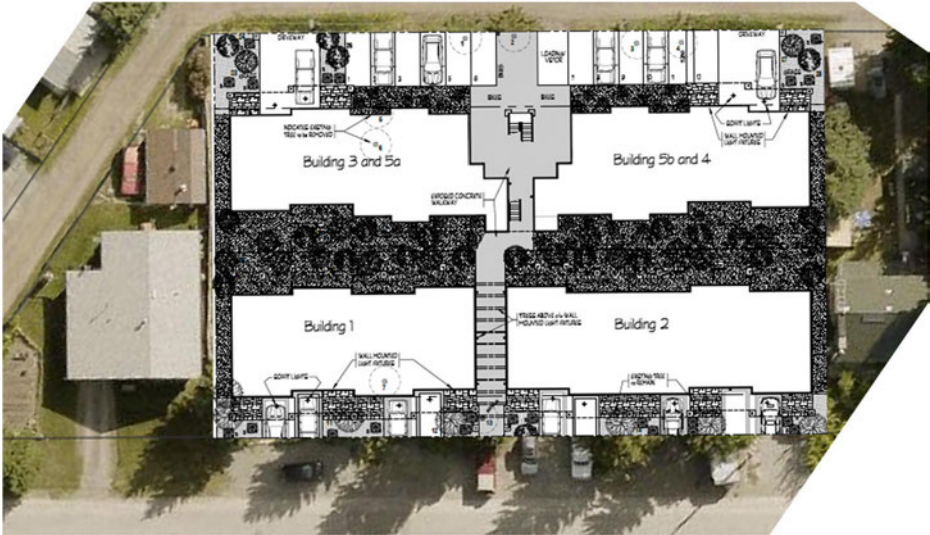
We designed the proposed development to minimize any negative impacts on neighbouring properties. For the properties across the street on 1<sup>st</sup> Ave., we submit that the development of nine townhomes vs. eight units in 4-plexes has no materially different effect. The underutilized side setbacks between 4-plex buildings can be used for living spaces and allow for a wider pedestrian friendly breezeway. The streetscape illustration below shows the two options.



As noted above, the proposed courtyard is a positive for adjacent properties allowing for more day light and reduced massing. This will particularly true for the property at 1344 – 1<sup>st</sup> Ave, which is on a triangle shaped corner lot:

<sup>4</sup> *Municipal Government Act*, s. 687(3)(d)





For the properties to the west and north in Area “B”, the minimum density will be 66 units/Ha, or 4-plexes on 50’ lots. It is anticipated that the actual density of these properties will be much higher, like the proposed development at 1413 Mountain Ave (96 units/Ha, or 144 units/Ha with ADUs).<sup>5</sup> We also anticipate that several of the future adjacent developments in Area “B” will contain Common Amenity Housing.

**LUB Discretionary Use**

Townhomes are a permitted use in the district and Common Amenity Housing is a discretionary. We submit that the proposed Common Amenity Housing is compatible the neighbourhood, with current and anticipated neighbouring uses and wholly appropriate for the proposed location.

As discussed above, the proposed location of the employee accommodation will be directly adjacent to high density Area “B” developments, and ½ a block from the TransCanada highway. Teepee Town has a long history of providing housing for employees, most of which will be displaced in the coming years with redevelopment. The proposed development will be a part of the solution by providing safe and modern employee accommodation options with stricter rules to minimize any impacts on the neighbours.

The location of the proposed employee accommodations will be non-adjacent to other Area “A” properties to further minimize any impacts. We submit that residents on either side of the proposed development and across 1<sup>st</sup> Avenue will not be materially impacted, and certainly not to a degree that Development Permit PL20210423 be revoked.

**Summary**

We submit that the employee accommodation proposed under Development Permit PL20210423 is in the public interest, represents sound planning principles, is consistent with the policy direction of the Town of Canmore and the intent of the MDP and LUB; all to encourage the development of “income appropriate” housing in Canmore.

We also submit that the Appellants concerns with “less favourable” neighbours, parking and increased density are unfounded and request that the appeal be denied, and development permit PL20210423 confirmed.

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<sup>5</sup> LUB s. 3.18.2.12 excludes up to two ADUs from the density determination for Teepee Town Area “A”

Please contact me at 403-869-6200 or [dale@arbusmtnhomes.com](mailto:dale@arbusmtnhomes.com) if you require any additional information.

Sincerely,

**Arbus Mountain Homes Inc.**

A handwritten signature in black ink, appearing to read 'W. Dale Hildebrand', written in a cursive style.

W. Dale Hildebrand, P.Eng., M.B.A.  
President

## MEMO

**TO:** Andy Esarte, P.Eng.  
**FROM:** Kristen Faber, P.Eng.  
**COPY:** Dale Hildebrand, P.Eng., MBA  
**SUBJECT:** Arbus Mountain Homes – Bald Eagle Peaks Chalets Parking Assessment  
**DATE:** February 18, 2022 (version 2)

---

Version 1 of this memo was originally submitted on October 4, 2021. This version has been updated to reflect changes to the site plan and to include a local scan of another amenity housing project located in Canmore and its parking supply.

## BACKGROUND

Arbus Mountain Homes is developing a 19 unit condo facility on 1st Avenue in Canmore, Alberta, called the Bald Eagle Peaks Chalets.

The site includes 4x 30 ft condo units, 9x 34 ft units and 6 amenity housing units. The Town of Canmore does not have a specific parking rate for amenity housing/employee housing facilities. The purpose of this memo is to establish and recommend an appropriate parking generation rate for this housing type in Canmore and identify the required number of vehicle and bicycle parking stalls to support this housing.

## SITE CONTEXT AND PLAN

This site is a proposed infill medium density housing facility located north of 13th Street, on 1st Avenue in Canmore, Alberta. The surrounding land is primarily single-family detached housing. 1st Avenue is a narrow paved cross section with no sidewalks or bike facilities. There are wide gravel shoulders in some areas that are used for parking.

Attachment 1 includes the updated Site Plan (Drawing Number A-1 dated February 14, 2022). Building 5 (A and B) are the Amenity/Employee Housing building. The recommended floor layout for Building 5 is shown on Drawing Numbers A-5 and A-6.

The Amenity/Employee Housing design includes one floor plate with three stories, including a common kitchen flanked by five units that each have private bathrooms. These units are planned to accommodate one resident each but may accommodate two. The total employees accommodated may therefore range between 30 and 60 employees, though the higher end is unlikely and would represent more transient residents.



The proposed site plan includes a total of 12 vehicle parking stalls for the amenity housing building, one common visitor/loading stall, 20 bike lockers and 48 ground level exterior covered and securable bike parking stalls, 46 of which are allocated to the Amenity/Employee Housing and two to the Townhomes. Each Townhouse unit has one parking stall in the attached garage, and the potential for one temporary vehicle parking space in the driveway. This provides some form of parking for a total of 39 vehicles and 68 bicycles.

## COMPARABLE AMENITY HOUSING PARKING RATES

### JURISDICTIONAL SCAN

WSP completed a jurisdictional scan of parking rates for amenity and employee housing, focusing on similar sized resort and mountain communities. Typical comparable land uses considered included hostels, high density residential and other vacation uses. However, a review of most of these rates identified likely assumptions about car usage to be higher than expected for both the Canmore context and the type of residents anticipated in this shared/ancillary/employee housing type. Three Canadian communities had specific Boarding House/Employee Housing uses that are more comparable. Table 1 summarizes vehicle parking rates from Revelstoke, BC, Vernon, BC, and Jasper, AB. Vernon, BC also identified bicycle parking rates.

*Table 1 Jurisdictional Scan Parking Rates*

MUNICIPALITY	LAND-USE	VEHICLE PARKING	MUNICIPALITY
Revelstoke, BC	Boarding, Lodging or Rooming Houses <sup>[1]</sup>	(2) for each boarding house plus, (1) for each  (2) rented sleeping units	N/A
Vernon, B.C.	Employee Housing (Dormitory) <sup>[2]</sup>	(0.5) stalls per sleeping unit <sup>[3]</sup> . In addition to the above total required spaces for a development, (1) additional parking space shall be provided and designated visitor parking for every (7) sleeping units	Class I <sup>[4]</sup> : 0.5 per dwelling units
Jasper, AB	Staff Hostel or Boarding House	At least (1) space for every (3) beds	N/A

[1] Boarding, Lodging or Rooming House means a dwelling in which more than (2) sleeping units are rented, with or without meals being provided, to more than 2 and not exceeding 5 persons, other than members of the family of the lessee, tenant, owner, and excludes the preparation of meals within the rented suites.



[2] Employee Housing (Dormitory) means a building in which sleeping units are provided by and regulated by an employer for occupancy by employees. An employee housing, dormitory must contain communal kitchen and dining facilities but shall not permit the preparation of meals within any sleeping unit.

[3] Sleeping unit means a sleeping room not equipped with self-contained cooking facilities, providing accommodation for guests, residents or employees

[4] Class 1: Bicycle parking that is provided for residents, students, or employees of a development. It is intended for the long-term parking of bicycles and includes racks, railings, lockers, individual garages or carports for each dwelling unit, or other structurally sound devices designed to secure one or more bicycles in an orderly fashion

### ITE PARKING RATES

WSP also reviewed the Institute of Transportation Engineers (ITE) Parking Generation Manual (5th Edition) for comparable parking rates. The ITE Manual does not include any boarding or employee housing rates. However, a comparable rate that could be considered is the “Affordable Housing” type, the description of which is included in Appendix 3. This housing type includes an average rate of 0.3 parking stalls per bedrooms in a dense multi-use urban location.

### LOCAL SCAN

WSP has been advised by the applicant that a similar development currently exists in Canmore, called the Peaks of Canmore, located at 1451 Palliser Trail. The development has eight amenity housing units consisting of five bedrooms each. WSP contacted the Peaks of Canmore property manager on February 18, 2022 to confirm the amount of parking allocated to the amenity housing units. Based on this conversation it was indicated that each unit is permitted to rent a maximum of two parking stalls; however, the number of parking stalls actually provided to the tenant(s) depends on the supply available at the time of request (i.e. two parking stalls can be requested, but there may not be two parking stalls available at the time of the request). Currently, there are only seven parking stalls allocated to the eight amenity housing units. The maximum amenity housing parking and the current parking at the Peaks of Canmore is summarized in Table 2.

*Table 2 Peaks of Canmore Amenity Housing Parking*

	MAX. PARKING	CURRENT PARKING
Peaks of Canmore	2 Stalls / Unit (5 Bedrooms) OR 0.40 Stalls / Bedroom	7 Stalls / 8 Units (40 Bedrooms) OR 0.175 Stalls / Bedroom

### REQUIRED PARKING STALLS

Required parking for both vehicles and bicycles are summarized in Table 3 and are based on the above summarized rates in Table 1. This table identifies the low end to the high end of beds. The low end is based on the assumption of six units with five rooms each, and each room housing only one bed. At the high end, there is a possibility of six units with five rooms each, each room



housing two beds. For the uses which identify a “sleeping unit” as the rate factor, we have assumed that each room is a sleeping unit.

*Table 3 Required Vehicle and Bicycle Parking Based on Jurisdictional Scan*

HOUSING OPTIONS	# OF ROOMS (IF TWO BEDS PER ROOM)	VEHICLE PARKING GENERATION			BICYCLE PARKING GENERATION
		Revelstoke	Vernon	Jasper	Vernon (Class 1)
Based on Jurisdictional Scan	30 (60)	21	19	10 (20)	15

Based on the jurisdictional scan, parking requirements range from 10 to 21 stalls for both single and double-occupancy rooms.

Based on the ITE Trip Generation rate for affordable housing, the required number of parking stalls would be nine. The rate is not specific to how many beds are included per bedroom, but may be upwards of 18 stalls required at the high end if all rooms are double occupied.

Using the parking rates from the local scan (Table 2), the required parking at the subject site is summarized in Table 4.

*Table 4 Required Vehicle Parking Based on Local Scan*

	# OF ROOMS (IF TWO BEDS PER ROOM)	VEHICLE PARKING GENERATION	
		BASED ON MAX PARKING RATE (0.4 STALLS/BEDROOM)	BASE ON CURRENT PARKING RATE (0.175 STALLS/BEDROOM)
Based on Local Scan	30 (60)	12 (24)	5 (11)

When looking at the maximum parking rate, 12 parking stalls are required based on the number of bedrooms. If the bedrooms are double-occupied, then up to 24 parking stalls may be required. The amount of amenity housing parking proposed at the subject site exceeds what is currently provided at the Peaks of Canmore using the max parking rate, whether or not the bedrooms are double occupied. In addition, the subject site is closer to amenities (e.g. grocery stores, downtown Canmore, etc.) than the Peaks of Canmore which may result in a higher proportion of tenants choosing to walk/bike rather than use a personal automobile.

## INTEGRATED PARKING MANAGEMENT PLAN

The Town of Canmore, through the Integrated Transportation Plan puts a high value on a transition to multi-modal transportation facilities and a complete streets transformation for the



community. As part of this plan, the Town has established targets to increase the non-auto mode share in the community to 40% transit, walking and cycling.

The Integrated Parking Management Plan (IPMP) is part of the implementation for this goal. Exhibit 11 in the IPMP identifies minimum parking requirement adjustment factors that illustrate opportunities to reduce existing parking requirements where reasonable. When considering this location and the uses, there may be a justification in reducing parking requirements based on walkability, income of residents, the mix of land use nearby, and the possibility that workplaces may have Commute Trip Reduction programs.

## RECOMMENDATIONS

The analysis shows a range of parking stalls requirements identified by bylaws in sample municipalities and ITE rates ranging from nine to 21 stalls for vehicles, and at least 15 bike parking spaces specifically for amenity housing residents. The Peaks of Canmore, another local development containing similar amenity-type housing, is currently providing parking at a lower rate than is proposed for this site.

The total parking available for the amenity housing units at this site includes 12 vehicle stalls, 20 bike lockers and 46 ground level exterior covered and securable bike parking stalls.

Based on reviewed rates, the provided vehicle parking stalls will be more than sufficient for 30 single occupancy rooms and can easily accommodate at least 36 beds (based on the Jasper rate) to 40 beds (based on the ITE Parking Generation rate for affordable housing). These parking stalls are combined with 66 available bicycle parking stalls on the site, which provides 20 interior locked bike parking stalls and 46 additional ground level covered and lockable exterior stalls guarantees secure easily accessible bike parking for 46 amenity housing residents, assuming each resident requires a covered, secure surface bicycle stall.

The provision of more than 12 vehicle stalls would likely be an oversupply of parking under most operations of the site, which would not align with the multi-modal goals of Canmore. In the event that the amenity housing is consistently occupied by more than 40 residents, and if those residents have a higher rate of vehicle ownership than anticipated, there may be a demand for on-street parking, which can be accommodated in close proximity within the community.

Kristen Faber, P.Eng  
Transportation Planning Engineer

Attachment 1 – Bald Eagle Peak Chalet Drawing Package Feb. 14, 2022

	Bald Eagle Peak Chalets	4 x 4-Plexes with ADUs	Difference	% Difference
<b>Units</b>				
Residential	13	16	-3	-23%
Employee Housing	6	0	6	100%
ADU	0	8	-8	
	19	24	-5	-26%
<b>Sustainability Screening Report Score</b>				
	107	1.0	106.0	99%
<b>Unit Density</b>				
units per HA without ADUs	78	65	12	16%
units per HA with ADUs	78	90	-12	-16%
<b>Vehicle Parking</b>				
Residential	27	24	3	11%
Employee Housing	12	0	12	100%
ADU	0	8	-8	
	39	32	7	18%
<b>Bedrooms</b>				
Residential	39	48		
Employee Housing	30	0		
ADU	0	8		
	69	56	13	19%
<b>Bike Parking</b>				
Residential	2	0		
Employee Housing	65	0		
ADU	0	16		
	67	16	51	76%
Site Coverage	46%	51%	-5%	-11%
Max Height (m)	10	9.8	0.2	2%
Max Eve Height (m)	8.1	7.5	0.6	7%
Driveways	13	16	-3	-23%
Developed SF	33,933	31,568	2365	7%
<b>Town Levies</b>				
Off site	\$235,562	\$198,368	\$37,194	16%
Variances	\$970		\$970	100%
Garbage	\$15,865	\$13,360	\$2,505	16%
	\$252,397	\$211,728	\$40,669	16%
Town Infrastructure	\$50,000	\$0		
sidewalk				
landscaping				
fire hydrant				



**Dale Hildebrand**

---

**From:** Dale Hildebrand  
**Sent:** April 2, 2022 2:37 PM  
**To:** Sean M Hennessey  
**Subject:** RE: Follow-up

Hi,

When we presented this project to the Canmore Planning Commission we made a commitment that the six employee housing units would only be leased or sold to employers for use by their employees. The Condominium Corporation Bylaws will require that all employees who rent a room will be required have a contract with their employer confirming that the employee will adhere to the Condominium Corporation rules regarding noise, quiet hours, pets, parking, etc. If the employee violates these rules, they could lose their job and be evicted. These types of employee agreements are common in the Bow Valley.

Our submissions to the Canmore Planning Commission are on-line at the following link, starting at time stamp 1:34: <https://www.youtube.com/watch?v=Pc-3DYZ7qCU>

We are also concerned with the potential for the employee housing to be disruptive to the community, as we will have 13 Townhome units to sell. We have taken the steps noted above to ensure that the buyers of the townhome units will have peaceful enjoyment of their new homes.

Regarding parking, the Town required us to have a parking study done by an engineering firm with expertise in this area. Their study confirmed that 12 parking stalls for the 6 employee housing units is appropriate. Of note, across the highway at Peaks of Canmore there are eight 5 bedroom employee housing units. Currently the residents at this development are utilizing 7 parking stalls. Not all employees have a vehicle.

We are proposing Townhouse units that will be smaller than 4-plex units and will provide more affordable housing options, which will be good for Teepee Town and for Canmore.

Looking forward to discussing further.

Regards,

**W. Dale Hildebrand, P.Eng., M.B.A.**  
**President**

**Arbus Mountain Homes Inc.**

17 MacDonald Place  
Canmore Alberta T1W 2N1

**403-869-6200**

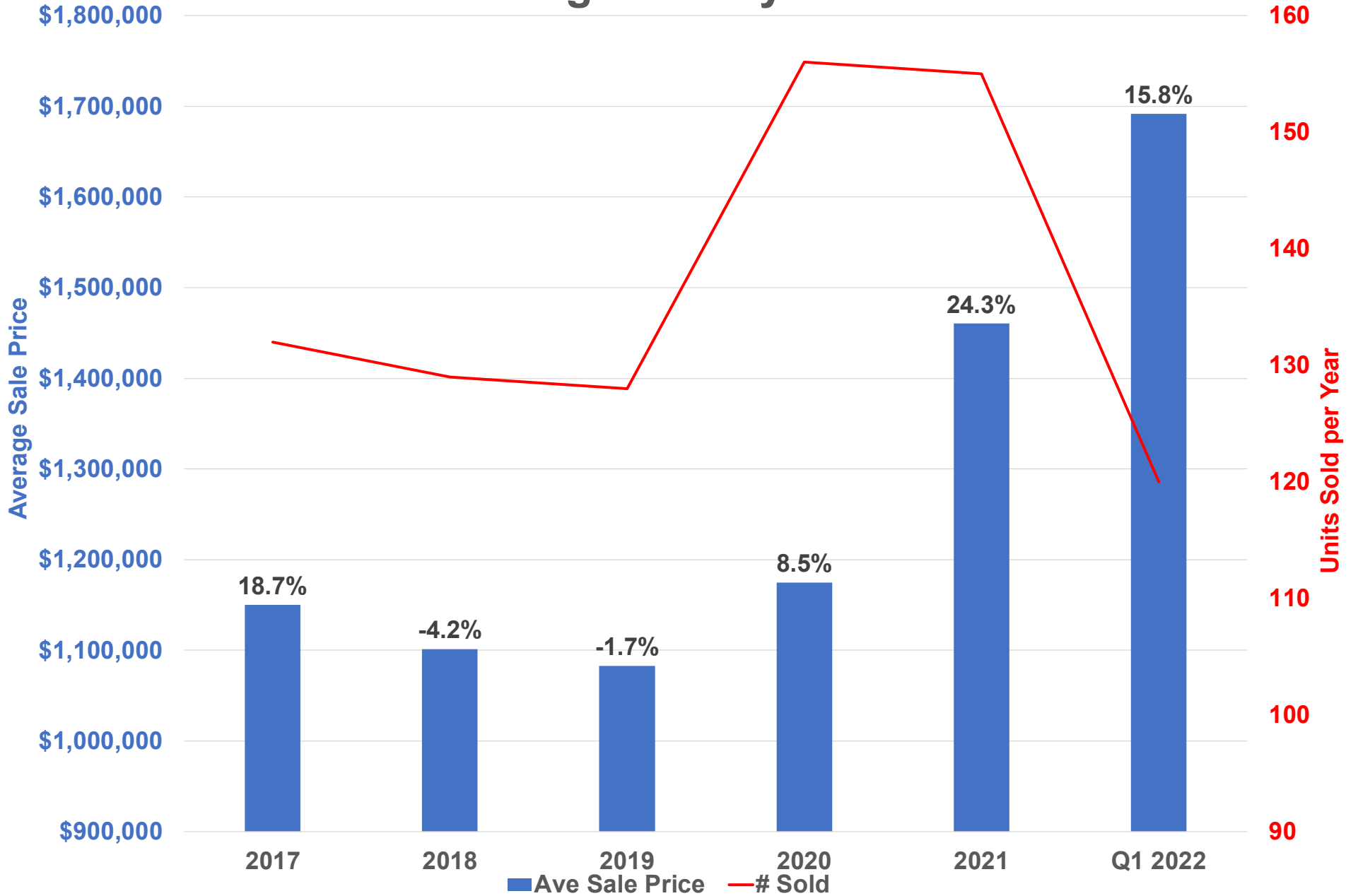
[dale@arbusmtnhomes.com](mailto:dale@arbusmtnhomes.com)

[www.arbusmtnhomes.com](http://www.arbusmtnhomes.com)

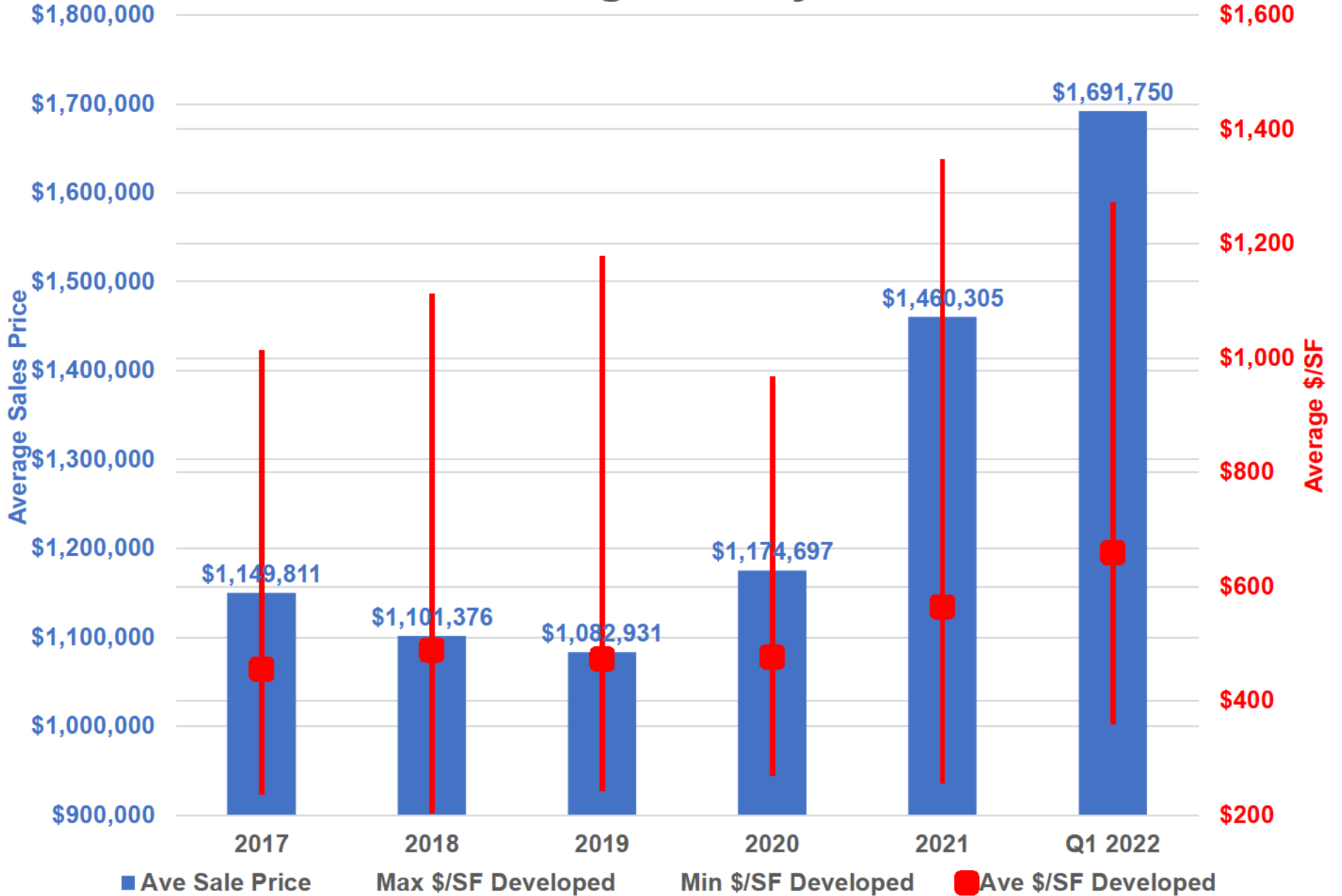
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# Single Family



# Single Family



**dale.hildebrand@shaw.ca**

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**From:** Sean Krausert <sean.krausert@canmore.ca>  
**Sent:** April 4, 2022 9:44 AM  
**To:** Laurie Edward; Harrison Wolfe; ghada@waymarker.ca; dale.hildebrand@shaw.ca; Brian D. Talbot; steve@ashtonconstruction.ca; Dougal Forteach; Whitney Smithers  
**Cc:** Sara Jones  
**Subject:** Employee Housing

Thanks again to all of you for your time on March 17<sup>th</sup> to discuss the employee housing situation in Canmore and possible solutions.

Our discussion was a sobering, if not outright depressing, reminder of the severity of income appropriate housing for the demographic that is above social housing but below Canmore Community Housing qualifications. For lack of a better term, I understand this portion of the housing spectrum as "Employee Housing".

During our discussion a number of ideas emerged with respect to increasing Canmore's inventory of income appropriate housing at various areas of the housing spectrum, some of which require additional powers being granted to the municipality by the province (e.g. inclusionary zoning) while others will be examined to determine whether they are practical in the Canmore context (e.g. greater relaxations re employee housing). Of course, we also briefly spoke about moving towards construction of a purpose built employee housing complex, which we will continue to discuss and explore in the coming months.

The most promising near future opportunity with respect to Employee Housing that we discussed was the development of a not-for-profit organization that would own and/or manage a stock of residential units rented by local businesses to house their respective employees. This not-for-profit would manage the inventory so business owners and/or owners of the residential units would not have to do so. The stock of residential units would be comprised of new purpose built units and privately owned units (e.g. legal basement suites). An excellent example of new purpose built units that would be perfect additions to this not-for-profit Employee Housing initiative would be common area amenity units such as those being proposed to be built on Bow Valley Trail by Dale Hildebrand. One topic of future discussion in this regard is how the Town might incentivize more of these types of units being built.

As we discussed, the immediate next step is for a business plan/financial model to be created for the not-for-profit Employee Housing initiative. To this end, Laurie Edward and I will be chatting in the near future about getting this work lined up at the earliest opportunity with support of the Banff Canmore Community Foundation.

I am always open to any new ideas that you may have as well as one on one conversations. It is my intent to bring this group together again as we have some progress to discuss, whether that be with respect to the not-for-profit initiative or any of the other ideas.

Best regards,

**Mayor Sean Krausert**  
 Town of Canmore

403.678.1517 office  
 403.609.1762 cell

[www.canmore.ca](http://www.canmore.ca)

# CANMORE

## MUNICIPAL DEVELOPMENT PLAN

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Bylaw 2016-03





## 5. AFFORDABLE HOUSING

### GOALS

- 1 To encourage the provision of affordable housing in various types, tenures and densities to meet the demands of an inclusive community.
- 2 To provide access to a range of safe and secure affordable housing that allows for both ownership and rental opportunities.
- 3 To integrate affordable housing throughout the town.
- 4 To cooperate with local businesses and the construction and development industry in finding innovative solutions to provide affordable housing for employees.
- 5 To remove barriers and facilitate development of affordable housing according to needs and demand.

One of the most complex and challenging issues facing Canmore's desire to sustain a population of diverse residents is housing, both the availability and affordability of adequate housing. The socio-economic diversity required to sustain a healthy community will not be achieved without intervention in the housing market.

Current trends could result in a number of negative impacts including a deficiency of employees required to keep businesses open or the need for employees to travel from outside of the Bow Valley. The Town must work with residents, the business community and the development/construction industry to create housing opportunities, in order to be successful.

The Town influences the provision of non-market affordable housing for rent or for purchase to residents of Canmore through its involvement with Canmore Community Housing Corporation (CCHC) and Bow Valley Regional Housing Authority (BVRHA). The Town continues to seek for new and expanded opportunities to provide affordable housing.

## POLICIES

### 5.1 GENERAL AFFORDABLE HOUSING POLICIES

#### Housing Variety

- 5.1.1 Land use policies and other initiatives that encourage a wide range of affordable housing types, tenures and densities should be supported.
- 5.1.2 Affordable housing should be integrated and distributed throughout Canmore's neighbourhoods, with preference given to locations within reasonable walking area of the Town Centre, commercial and mixed use areas, or transit stops.

#### Alternate Standards and Variances

- 5.1.3 Alternate or less stringent architectural design standards for affordable housing will be allowed where the development remains complementary to the neighbourhood in which it is located.

#### Public-Private Partnerships

- 5.1.4 Negotiations with third party construction contractors, non- profit organizations and private sector builders that result in the provision of affordable housing will be supported and encouraged.

### 5.2 NON-MARKET AFFORDABLE HOUSING

#### Target

- 5.2.1 An action plan that targets 20% of residential growth as non-market affordable housing developed concurrently with market residential growth will be created and maintained.

#### Non-Market Affordable Housing Incentives

- 5.2.2 Opportunities for density bonusing will be provided where non-market affordable housing units are constructed, pursuant to density bonusing regulations.
- 5.2.3 Additional variances beyond density bonusing should be considered for developments that include non-market affordable housing units, including but not limited to floor area ratio (FAR), parking, building height, architectural design and landscaping.
- 5.2.4 In addition to the density bonus regulations and additional variance powers of an approval authority, other regulations or land use districts that incentivize the provision of non-market affordable housing units shall be implemented.
- 5.2.5 Where non-market affordable housing units are constructed, Municipal Reserve (MR) dedication requirements specified in 7.2.1 may be reduced provided the Town deems the open space and/or school land dedication sufficient.

#### Non-Market Accessory Suite Incentives

- 5.2.6 An incentive program should be developed to encourage homeowners to construct

secondary and garden suites which may include a grant program, tax incentives, application fee reductions, or variances to land use bylaw requirements.

### Provincially Subsidized Housing

- 5.2.7 The Town shall continue to cooperate with senior government and private agencies to assist in providing housing to meet the needs of seniors and physically or mentally disadvantaged residents.

## 5.3 MARKET AFFORDABLE HOUSING

### Housing for Employees

- 5.3.1 Conversion of spaces in the upper floors of existing buildings in industrial areas which are marginally useful for industrial purposes into housing for employees and live-work spaces may be allowed. The residential conversion should not compromise the primary industrial use of the area.
- 5.3.2 Development or conversion of upper floors of mixed-use or commercial buildings or main floor spaces that do not function well for commercial frontage into housing for employees and live-work spaces may be allowed. Variances to land use bylaw regulations, such as parking, may be approved to facilitate such development.
- 5.3.3 A strategy for housing employees should be implemented by the Town in partnership with an affordable housing agent, developers, business owners and economic development partners.
- 5.3.4 Private initiatives to create additional seasonal and permanent employee housing opportunities should be supported by the Town.
- 5.3.5 The management and administration of housing for employees shall be the responsibility of the businesses or commercial accommodation developers that are required to build and maintain the housing. Such housing will be required to be operated in such a manner that the Town can monitor and verify that any employee housing obligations are being satisfied.

### Market Accessory Suites and Incentives

- 5.3.6 Provision of secondary and garden suites in new and existing neighbourhoods should be encouraged.
- 5.3.7 The Town shall encourage or incentivize homeowners to design and construct single family detached dwellings in such a manner as to allow the potential for future suite development with minimal modification and expenditures.

### Alternate Residential Designs

- 5.3.8 The Town shall encourage and work with developers to facilitate the construction of new housing developments that achieve affordability or utilize innovative and alternative designs, including but not limited to:



- a. Small and narrow lot subdivisions,
- b. Modular and manufactured homes,
- c. Grow homes,
- d. Next homes, and
- e. Micro and tiny homes.

*\*\*\*The MDP is designed and intended to be read and used in a comprehensive manner. Sections and policies are closely connected to each other, and need to be read in context and not in isolation from each other. Section 18 Implementation and Monitoring provides details for how policies from each section are implemented through land use decisions.\*\*\**

Canmore Regular Business Meeting April 5, 2022 9:00 a.m.

<https://www.youtube.com/watch?v=bOlybof4gGc> time stamp

1:15:45

### Reasons for Recommendation

- ▶ Helps to address the Town's critical housing needs
- ▶ Limited supply in the Bow Valley Trail area
- ▶ Losing supply in Teepee Town area with redevelopment
- ▶ Minimal impact expected
- ▶ Objections raised by the public were minimal and can be addressed
- ▶ Concerns for detailed design can be dealt with at the Development Permit stage

Town Administration's presentation to council regarding proposed amendments to the ARP and LUB 2021-20 and 2021-21 for proposed development at 500 Bow Valley Trail.

## **Submissions received in Support of the subject appeal**

- Robert Khuu, 1239A 1st Ave
- Tara Van Kessel, 1, 1401 1st Ave
- Julia Schumacher, 135 - 15th street

April 13, 2022

**RE: Subdivision & Development Appeal Board Hearing  
1330, 1338, 1342 1st Avenue Plan 1095f, Block 94  
that Portion of Lot 15 which lies to the SE of the NW 25 feet  
thereof and all of Lot 16 Plan 1095f, Block 94  
Lot 14 and the NW 25 feet throughout of Lot 15  
Plan 1095f, Block 94, Lot 13  
13 Townhouse Units and 6 Common Amenity Housing Units Development  
Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building  
Stepback Variance  
Appeal against an approval by the Canmore Planning Commission.**

Dear Sir/Madam,

The Teepee Town ARP was amended by council after consecutive years of review beginning 2003 to 2005, then 15 years later from 2015 to 2018. The planning study and public engagement process was to stimulate redevelopment using environmental and density incentives and relax requirements.

The collective efforts of the Teepee Town task force, BOWDA, the Town of Canmore, third party consultants and planners, and the community worked together for the amendments thought necessary to enhance the pedestrian experience, transportation and street scape, by giving further license for affordable and functional design.

The planning work done by the many, in previous years was to reduce the requirements for variances and as a result, the scrutiny by the planning commission of each variance request. This was accomplished by the latest amendments to the ARP. That being said, it is appreciated that variances should not hold up the good design and as such, the community redevelopment objectives.

The multiple variances sought in this development on First Avenue seem only to create density, maybe unknowingly ignoring or undermining the collaborative hours of design considerations and intent invested by Teepee Town stakeholders over two decades.

Regards,



Robert Khuu

April 13, 2022

To Whom it May Concern,

This message is regarding the concerns I have with the new approved development on 1<sup>st</sup> Avenue in TeePee Town, 1330, 1338, 1342 1<sup>st</sup> Avenue. To start, I'll mention that our community has been force into the appeal process. As the voice of the community, I sent an email to Riley Welden on Feb12/22 at 3:42PM asking for more information regarding this proposal. I did not get a response. I sent a second email on Feb 25/22, Riley responded, and a virtual meeting was set up for that afternoon. During this meeting I was informed that the town had already approved the project and that an appeal was the only way to dispute the process. It is very unfortunate for all parties that we are forced into this appeal, it is costing the community money, the builder stress, and Canmore tax dollars.

We moved to TeePee Town with a vision that great change was coming. An upcoming central neighborhood fit for raising our family. We are extremely disappointed that 30 staff housing bedrooms will be in our community. This will attract transient workers, creating noise and traffic making it unsafe for our children. 12 parking stalls for 30 bedrooms at which most will have 2 to a room seems unreasonable. This is not a good fit for our community filled with young families.

The town planners spent a great deal of time working on the zoning over the past years. I am unsure why these zonings aren't being followed and several variances are being allowed. The height variance will contribute to less light in the area. The increased density will bring more traffic and cars to this area that already has significant parking issues. This new proposal has several biking stalls, I am unsure how this has any merit living in a mountain winter town where people drive to get to work and enjoy the outdoors.

Please review this plan and consider the concerns of our community and approve a project in line with the current zoning. We don't want late night noise waking our kids, we don't want traffic and parking issues, nor do we want the increased height that will block natural light. We only ask that the current zoning is followed with no variances.

Regards,

Tara Van kessel

## Katy Bravo-Stewart

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**From:** Julia Schumacher **FOIP**  
**Sent:** April 12, 2022 11:09 AM  
**To:** Shared.Planning  
**Subject:** Teepee Town Project Appeal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** UPCOMING SDAB

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, my name is Julia. I own a home, with my small family of 3, in Tipi Town, on the street & block of the proposed development.

I'd like to see the existing maximums respected to set a neighbourhood standard. And I'd like to see the property parking stall requirements increased.

- Maximum occupancy Density needs to be respected in order to control high traffic on streets where our kids play and ride their bikes.
- Parking issues increase. Needs to be minimum 1 parking space per unit/per staff accommodation rental room = 19 parking stalls. Adults own cars. There is no way around that. Otherwise tipi town becomes over run w car storage on the road. Which is a safety issue for bike and kid-visibility on our Main Street.
- Without a proper setback from the property line, it takes over too much space in our already very narrow main street, narrowing it further, which also reduces the space available for parking on the property. Also possibly concern for pedestrian visibility?
- Height increase: concerns of blocking sunlight and views. Height max should be respected and maintained.

Seems to me, the developer is pushing the size and density limits for their own convenience / profit without sufficient parking considerations.

I believe the maximums and minimums in the original permits are there to control these larger development projects from overtaking and becoming bulky eyesores alongside our family homes. All original guidelines need to remain.

Personally, we experience a high need for more parking spaces within this particular block, as it is. Street parking is not a solution to this already existing issue.

What is the highest building in tipi town? How does this one compare? Also, let's not do brown please.

Thank you for your time and consideration,

Julia

FOIP  
FOIP

(Full-time Tipi Town resident for 7.5 years)

FOIP

Julia Rayne Schumacher

FOIP

**Submissions received in  
Non Support of the subject appeal**

- Aaron Bryant, Renu Construction
- Guy Turcotte, Stone Creek Resorts
- Jim Muir, Clique Hotels & Resorts
- Nicole Rainey, 1302 1st Ave
- Shawn Birch, Banff Caribou Properties
- Kevin Milliken, adjacent property owner to 1410 Mountain Avenue.



April 13, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta  
T1W 3K1

Attn.: SDAB Clerk [sdab@canmore.ca](mailto:sdab@canmore.ca)

**RE: Subdivision & Development Appeal Board Hearing 1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of Lot 15 which lies to the SE of the NW 25 feet thereof and all of Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet throughout of Lot 15 Plan 1095f, Block 94, Lot 13 13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance Appeal against an approval by the Canmore Planning Commission.**

My name is Aaron Brant and my wife Meghan and I own the home at 1223 – 1<sup>st</sup> Ave. We are local real estate developers. We are also developing properties on 2<sup>nd</sup> Ave in Teepee Town.

Most of the homes on our street are rented and owned by people who plan to redevelop. In my experience many of the homes on our street are rented by groups of young people who work for various employers in town.

As a developer, we are aware of the need for more affordable housing in Canmore. The smaller townhomes proposed will be some of the lowest cost new housing stock in Canmore. This type of housing is desperately needed in Canmore.

When we first learned of the proposed townhome and employee housing development proposed on 1<sup>st</sup> Ave. we were impressed with the initiative the developer has taken to address the need for more affordable and more employee housing. We believe the development of employee housing next to the TransCanada highway is the appropriate place for these types of developments. We also believe the proposed project will enhance the Teepee Town community and will not negatively impact the properties we plan to develop in the future.

Sincerely,

Aaron & Meghan Bryant  
Renu Construction Ltd.

STONE  CREEK  
RESORTS

April 11th, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta  
T1W 3K1

Attn.: SDAB Clerk [sdab@canmore.ca](mailto:sdab@canmore.ca)

**RE: Subdivision & Development Appeal Board Hearing 1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of Lot 15 which lies to the SE of the NW 25 feet thereof and all of Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet throughout of Lot 15 Plan 1095f, Block 94, Lot 13 13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance Appeal against an approval by the Canmore Planning Commission.**

Stone Creek Resorts is a local business that employs greater than 50 staff in Canmore at the Silvertip Resort.

We support the development proposed for Teepee Town. Combining a townhouse development with employee housing should be supported. Teepee Town, located next to the TransCanada highway and many local employers appears to be an appropriate place for these types of developments.

Respectfully submitted,



Guy Turcotte  
President and CEO  
Stone Creek Resorts Inc.

April 6, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta  
T1W 3K1  
Attn.: SDAB Clerk sdab@canmore.ca

**RE: Subdivision & Development Appeal Board Hearing 1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of Lot 15 which lies to the SE of the NW 25 feet thereof and all of Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet throughout of Lot 15 Plan 1095f, Block 94, Lot 13 13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance Appeal against an approval by the Canmore Planning Commission.**

Dear SDAB Members,

I have been a resident of Canmore for the past 30 years and have sat on an Affordable Housing Committee. Affordable Housing continues to be a huge issue for our residents and businesses. For this reason I am very much in support of this development.

As an operator of hotels in Canmore we have housed over 65 employees in 20 accommodation units including apartments, condos and houses. Our employees must agree and adhere to a strict code of conduct to maintain their right to share accommodations.

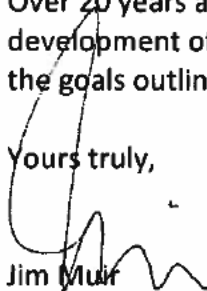
I can speak from experience on the following issues raised by the appellant:

**Parking** – Less than 15% of our employees housed in Staff Accommodations own or have access to a car.

**Noise** – The statement that the development will attract younger transient workers resulting in increased traffic and noise is unsubstantiated. Unlike permanent residents or vacation homes spread through the community, our employees will lose their right to share their accommodations as a result of excessive noise including partying, or any form of behavior that disturbs the comfort of other residents or neighbours. Many of the young transient workers become integrated into our community as permanent residents.

Over 20 years ago, as a member of an Affordable Housing Committee we encouraged the development of staff accommodation. Again, I am in favour of this development as it supports the goals outlined by the community.

Yours truly,



Jim Muir  
President

April 13, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta  
T1W 3K1

Attn.: SDAB Clerk   sdab@canmore.ca

**RE: Subdivision & Development Appeal Board Hearing 1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of Lot 15 which lies to the SE of the NW 25 feet thereof and all of Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet throughout of Lot 15 Plan 1095f, Block 94, Lot 13 13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance Appeal against an approval by the Canmore Planning Commission.**

My name is Nicole Rainey and I am the owner of 1302 – 1<sup>st</sup> Ave. I have lived in this home for 9 years with my two children.

Our neighbourhood is in transition. There are only a few of us who own and occupy our homes. Most of the homes on our street are rented and owned by people who plan to redevelop. In my experience many of the homes in our street are rented by groups of young people who work for various employers in town.

As a real estate agent, I am acutely aware of the need for more affordable housing in Canmore. The smaller townhomes proposed will be some of the lowest cost new housing stock in Canmore. This type of housing is desperately needed.

My employer clients are desperate to find housing for their employees. With the recent increase in single family home prices more homes that were being utilized for employee housing are being redeveloped. While I am not thrilled at the prospect of increased density in our neighbourhood, I understand the need for employee housing, and I support the proposed development. The restrictions proposed on renters via the condominium bylaws will be much better at controlling noise, etc. than the existing homes that are utilized by employees in Teepee Town.

Looking to the future, the LUB Area “B” in Teepee Town, with no density limitations, will likely have several amenity and employee housing type developments. These locations next to the TransCanada highway are where these types of developments should be placed.

Sincerely,

Nicole Rainey



BANFF CARIBOU PROPERTIES 229 Bear Street, 3<sup>rd</sup> Floor, Wolf & Bear Mall  
Tel (403) 762-2642 Fax (403) 762-4763 Canada & USA 1-800-661-8310  
PO Box 1070, Banff, Alberta, Canada T1L 1H8 bestofbanff.com

April 9, 2022

Subdivision and Development Appeal Board  
Canmore Civic Center  
902 7 Avenue  
Canmore, Alberta  
T1W 3K1  
Attn.: SDAB Clerk sdab@canmore.ca

**RE: Subdivision & Development Appeal Board Hearing 1330, 1338, 1342 1st Avenue Plan 1095f, Block 94 that Portion of Lot 15 which lies to the SE of the NW 25 feet thereof and all of Lot 16 Plan 1095f, Block 94 Lot 14 and the NW 25 feet throughout of Lot 15 Plan 1095f, Block 94, Lot 13 13 Townhouse Units and 6 Common Amenity Housing Units Development Maximum Density, Maximum Eave Line Height, Maximum Canopy Projection in Rear Yard, and Building Stepback Variance Appeal against an approval by the Canmore Planning Commission.**

Dear SDAB Members,

Housing in Canmore as you know has been in short supply for many years and I applaud Dale Hildebrand at Arbus for wanting to invest in a housing project that is catered to full-time and contributing members of our community. It is this type of initiative which is critical to creating housing solutions.

As an owner and operator of many commercial businesses in Banff and Canmore, Banff Caribou Properties has developed and owns numerous types of housing for employees. We currently own and manage almost 500 beds for employees. Based on our development and operating experience I can provide a few relevant points:

- 1) **Parking** – Car ownership among employees in employer managed housing does fluctuate but typically remains between 10-15% of occupants. Further, when housing is situated close to places of work, and necessities such as grocery stores, along with suitable access to public transportation car ownership tends to be on the lower side of the range.
- 2) **Noise** – It can occur in any neighborhood, but based on experience is not managed any better and occurs less in housing where the residency of the occupant is tied to their employment. Employers will respond to complaints about their staff and staff typically don't want to risk losing both a job and a place to live if they don't comply with the rules.
- 3) **Density** – It's a measurement of how well the developer is using the land. As the limits and acceptable variances for density are outlined clearly in the bylaw, this project should be commended for making the most use out of the land and maximizing it's potential within the bylaw. If we want more housing in the community, this level of density should be further encouraged, as it is preferable to expanding our land footprint.

I am in full support of the Arbus Mountain Homes project to proceed as approved by the Canmore Planning Commission.

Your Truly,

Shawn Birch  
President & CEO

April 6, 2022

To: Subdivision and Development Appeal Board

From: #1560630 Alberta Ltd, Kevin Milliken

RE: SDAB Hearing - PL20210423

**Appeal of the Approval of Development Permit Application PL20210423**

Introduction:

I am an adjacent property owner @ 1417 Mountain Avenue.

My future intent with this/my property is to build a “multi-family” residence with small unit square footage that will allow local small family modest income earners to more readily purchase their own home in Canmore.

Further, I am a business owner with staff accommodations owned both in Canmore and Lake Louise.

Appeal:

1. **PARKING:** I believe that the number of on site parking stalls is **to few at the proposed total 26** (14 for family + 12 for staff accommodation). The # of residential parking stalls should be realistically allocated at 1.5 stalls per unit (subtotal ~20 stalls for residential) , the allocated staff accommodation parking stall are adequate at 2 per unit (subtotal =12)

Thus, the total realistic parking requirement should equal (20 + 12) **minimum 32 parking stalls**. I see if this is not the case, this one development will create great parking angst in the immediate and surrounding neighbourhood.

2. **VARIANCE:** given the nature of Canmore’s limited availability of all building lots, affordable homes, rental accommodations, I FULLY support granted variances wrt:

✔ **Maximum Density variance**, ✔ **Building Eaveline Height variance**, ✔ **Building Step-Back Above the Eaveline variance**, ✔ **Canopy Projection**.

Sincerely

Kevin Milliken, #1560630 Alberta Ltd

FOIP  
FOIP

**End of Agenda Package**