

ELLIS AREA CONCEPT PLAN

PORTION OF SW¼ 7-19-28 W4M
TOWN OF HIGH RIVER, ALBERTA
PREPARED FOR: ELDERCARE COMMUNITIES
ADOPTED BY COUNCIL RESOLUTION NOVEMBER 29, 2010

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AREA CONCEPT PLAN

INTRODUCTION

The Area Concept Plan (from here on referred to as “the Plan”) has been prepared for the Town of High River. The preparation of the the document has been guided by the Town Plan and the public consultation carried out from the summer of 2007 until the most recent Open House held on November 9, 2010.

The primary purpose of the Plan is to facilitate and provide direction for future land use amendments, subdivisions and development permits. The Plan is a non-statutory document and does not take precedent to future approvals or any policies and bylaws approved by the Town of High River. The Plan illustrates how lands within the Plan area may be developed in an orderly and efficient manner.

OBJECTIVES

The main objective of the plan is to provide direction that will guide the development within the Plan area and ensure a comprehensive and efficient use of the land.

- To guide phasing of subsequent subdivisions within the Plan area;
- To provide general direction for future Development Permits within the Plan area;
- To ensure that the development does not have adverse impacts on the neighbouring properties nor preclude development on adjacent properties;
- To optimize land use efficiency by integrating natural areas and recreational features;
- To provide a framework to ensure proper servicing of the plan area such as water, sewer and storm water facilities;
- To create an integrated design;
- To outline transportation networks, connectivity, accesses, phasing and sequencing of development.

THE SITE

VISION

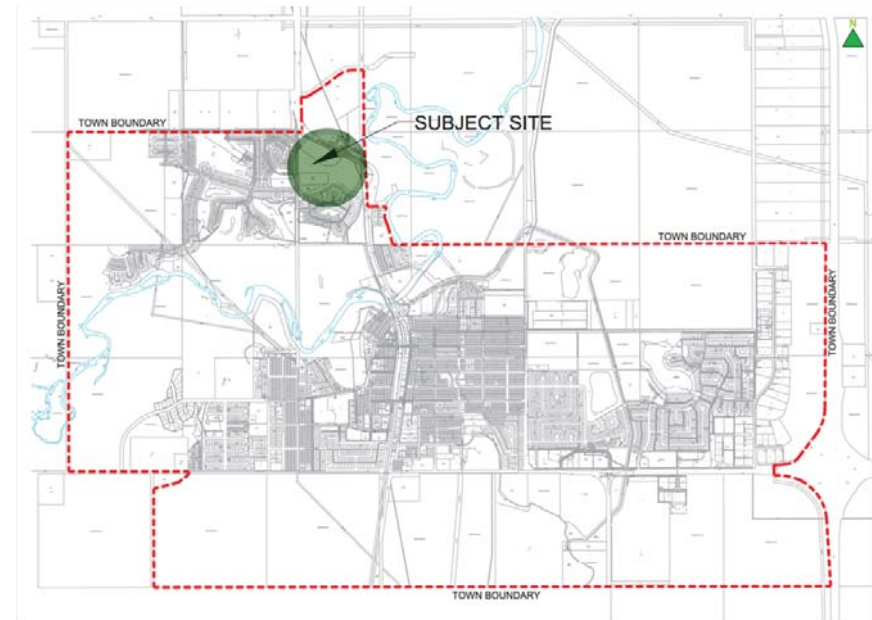
The plan vision and development principles are:

- Respect of the existing natural features of the site
- Design with seniors in mind
- Provide commercial services in the North West area of the Town
- Encourage walkability with safe and barrier-free design
- Create consistent architectural identity

The Overall Site currently includes three properties for a total of 14.455 hectares. The legal descriptions of the three properties are as follows:

Portion of SW¼ 7-19-28 W4:	11.943 hectares
Parcel B (751 0476):	1.703 hectares
Parcel A (8513 GP):	0.809 hectares

All three parcels are currently designated as Urban Reserve (UR) with the exception of approximately 1.67 hectares designated R-3.



POLICIES

TOWN PLAN

The High River Town Plan has established goals, objectives and policies regarding development in its jurisdiction. The following is a summary of the goals and objectives supporting the Area Concept Plan and the Seniors Housing development.

PARTICIPATORY PLANNING

“Inspire residents and stakeholders to take an active, positive and participatory role in the Town’s planning process” (Town Plan, Section 2.2, P.10).

Since the original application in 2007, the application has involved the local residents in the planning and design process. The local residents have been able to influence the design of the main infrastructure servicing their neighbourhood. The alignment of High Country Drive and the elimination of the potential short cut onto 7th Street has been improved in the Plan and responded to local concern about access and traffic.

The local residents were consulted during the first phase of the subdivision and were invited by the Town Planning department to an Open House regarding the first phase of development and the Area Concept Plan.

PEOPLE AND HOUSING

“Create a mix of housing types” (Town Plan, Section 2.4.1, P. 13).

The Area Concept Plan provides a mix of housing types from Assisted Living for seniors to medium residential density such as town houses. The proposal within plan area also adds to the existing building stock, which mainly consists of single detached dwellings south and west of the development.

The specific physical characteristics of the plan boundary allow for a proper transition with the surrounding built stock. The section regarding continuity clearly outlines the relationship between the plan and the existing community.

“Provide for quality seniors’ housing development” (Town Plan, Section 2.4.7, P.16)

The first stage of development is driven by the development of a seniors facility. The facility will respond to the local demand and provide a much needed amenity for the Town of High River. The land within the Area Concept Plan will be developed utilizing “Ageing in Place” principles.

MOBILITY

“Provide for pedestrian and alternative transportation modes”(Town Plan, Section 2.5.2,P.17)

The Area Concept Plan will provide a barrier free pedestrian connection to allow for easy access for seniors. Efforts will be made to eliminate unnecessary curbs, boulevards and steps, especially in phases 1, 2 and 3 of the Area Concept Plan. In addition to an effective internal pedestrian movement, the Area Concept Plan provides connections to the existing pathway and trails to the south and north of the plan.

THE NATURAL ENVIRONMENT

“Promote environmental sustainability principals in land use planning decisions and development practices” (Town Plan, Section 2.13.3, P29)

The Area Concept Plan is proposing a land use distribution that respects the existing natural features. The pathway system, open space and storm water feature are designed to improve the relationship between the proposed development and the Environmental Reserve.

Overall, the goals, objectives and policies of the Town Plan approved in August 2009 have been respected in the design of the Area Concept Plan.

NORTHWEST AREA STRUCTURE PLAN

The Northwest Area Structure Plan (NWASP) is an instrument designed to lead toward the efficient and timely development of the property in the northwest sector of the Town. The NWASP sets out policy recommendations with regards to residential and commercial development and open space, which have been reflected in the Plan. The following excerpts illustrate how the Plan is aligned with direction set out in the NWASP. The NWASP stipulates that:

The predominant land use for the Northwest Area is residential supplemented by associated uses such as schools, parks, open space, internal roads and, perhaps, convenience commercial centres. In keeping with the current patterns in High River, the majority of residential development will be single family. However, multi-family development is also planned. (NWASP Section 6.2 p. 17)

The Plan aligns with this direction set out by the NWASP, as the Plan area provides for open space and commercial land uses that complement existing residential land uses as well as proposed multi-family residential development (senior's residences). With regards to multi-family residential development specifically, the NWASP states:

Close proximity to the highway commercial site and main arterial entry road make this a favorable site. However, this multi-family area should be considered flexible and subject to adjustment at the time of detailed design and subdivision. (NWASP Section 6.2.1 p. 20)

The location of the proposed multi-family component of the Plan, in close proximity to Highway 2A and High Country Drive and the future highway commercial area, is suitable with regards to this direction set out in the NWASP. This location is further reinforced by the NWASP, where it states:

Traffic generators (e.g. multi-family developments) will be located close to major transportation routes. (NWASP Section 5.4 p. 14)

As such, the presence and location of multi-family development is supported by the NWASP.

Highway commercial development is similarly supported by the NWASP, as it states:

The highway commercial development will be the primary employment generator for the Northwest Area and should proceed according to servicing provisions and demand ... the majority of these sites will be visible from Highway 2A, the northern entrance to High River. (NWASP Section 6.2.3 p. 24)

The proposed commercial component of the Plan is located along Highway 2A, as stipulated in the NWASP, and as such, is the most appropriate location for commercial development.

Finally, the open space system proposed, including a stormwater pond, the existing creek and a pathway along the two, is supported by the NWASP. The NWASP states:

A major network of open spaces, accommodating paths for walking, cycle and cross-country ski movement is to be provided. This pathway linkage will generally follow streams, lakeshores and open space corridors but may also use utility rights-of-way and, where safe to do so, portions of streets. (NWASP Section 6.2.2 p. 23)

The NWASP further states that, with regards to open space:

The intent of the Plan is to provide these areas as reserve dedication (10%) along with additional land for flood protection. (NWASP Section 6.2.2 p. 22)

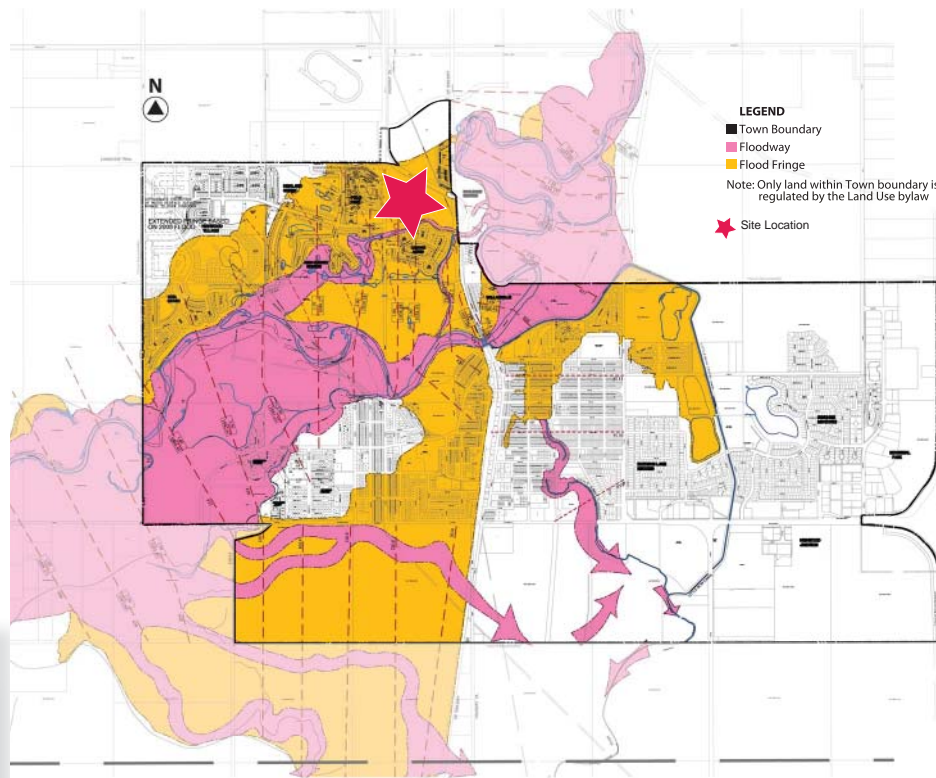
The proposed pathway, stormwater pond and existing creek will be dedicated through public utility lots, and municipal and environmental reserve to form the open space system for the Area Concept Plan. This open space system will connect to the existing pathway system. The provision of this system aligns with direction set out by the NWASP.

PHASING OF DEVELOPMENT

LAND USE BYLAW

The High River Land Use Bylaw is a regulatory document that is separated into land use districts, and attempts to achieve fair, orderly and efficient development by prescribing the intent and purpose of how land and buildings located within each district may be used. All rules and regulations of the Land Use Bylaw shall be adhered to through future land use rezoning, subdivision, and development of the plan area.

It is acknowledged that the entirety of the plan area lies within portions of the Flood Fringe and Flood Way as delineated on the map provided in Subsection 9.6.5 of the Land Use Bylaw, and displayed in the illustration below. All rules and regulations pertaining to development of lands located within the Flood Fringe and/or Flood Way shall adhere to the requirements of the Land Use Bylaw.



FLOOD RISK MAP

Phasing of the Ellis Area Concept Plan shall follow a logical and rational process that will ensure orderly and compatible development of the subject lands. The overall process of phasing will begin with the conceptual plan which lays out general land use, transportation and open space guidelines, which will then be followed by land use redesignation, subdivision and finally development permits for each subsequent phase.

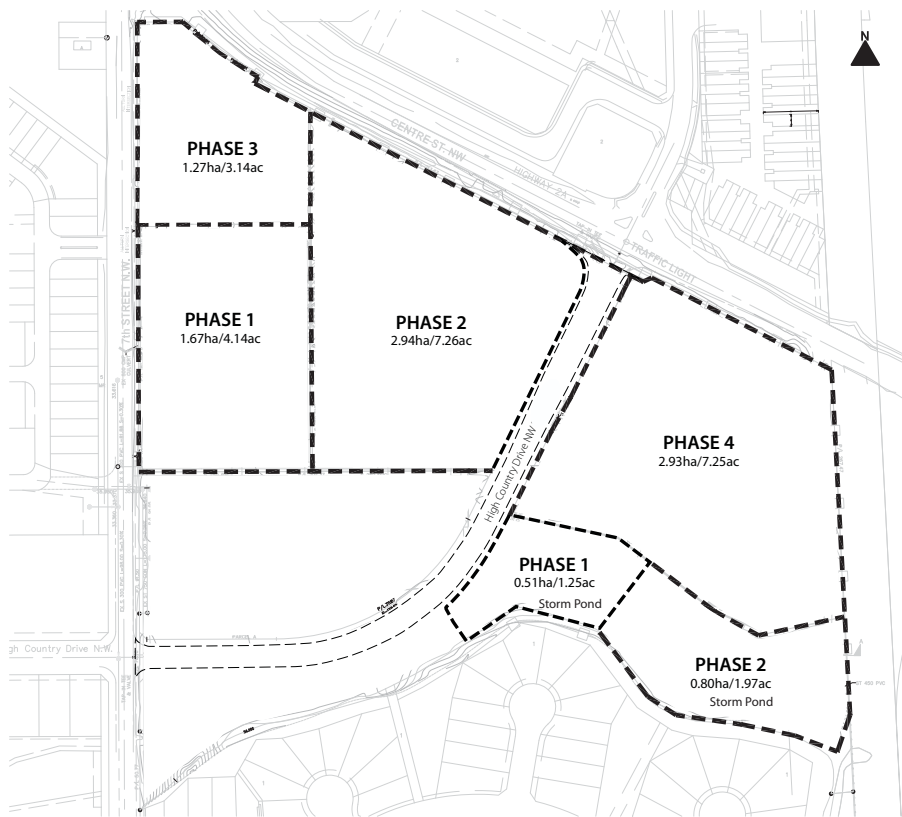
The concept plan outlines four phases of development in the area, each of which will follow the process of land use redesignation, subdivision and ultimately development permit applications as they are carried forward. Each phase will require a traffic impact assessment (TIA) and servicing plan during the land use redesignation phase to ensure proper infrastructure and access is provided for the development. Additionally, a noise impact study should be conducted prior to land use redesignation for any residential development proposed adjacent to Centre Street.

Detailed guidelines for land use and architectural design may be provided during the land use redesignation phase. The use of direct control districts in future phases may be an option to ensure that land use and design details can be worked out to fit within the overall development. The proper distribution of uses is extremely important in the integration of the development within the existing context, as the site is located within close proximity to low density residential development to the east, natural features to the south and a major road to the north. An illustration of existing and proposed future land uses is included on Page 6 of this document. In addition to the context, the site plays an important role for the Town of High River as it is one of the first properties located at the north entrance of the Town.

Environmental Reserve will consist of the land south of the Top of Bank of the creek. The alignment of the Top of Bank was surveyed and submitted with the engineering documents. The land constituting Environmental Reserve will be transferred at a future subdivision stage. Finally, municipal reserve and public utility lots will be provided during separate phases, as outlined below.

PHASE 1

The first phase of development will consist of a seniors housing complex and the first storm pond, as displayed in the Phasing Plan on the following page. The first phase of development subdivided a 1.67 hectare parcel along 7th Street and a Public Utility Lot along the creek to accommodate the storm water facility. The subdivision was approved in February 2010 and will accommodate the development of approximately 175 units of seniors housing. The site can be developed without limiting future development along



PHASING PLAN

7th street and along the future extension of High Country Drive. The dimensions of the property are approximately 110 metres by 152 metres. The land use, approved by Council in 2008, will accommodate the development of seniors housing within the R-3 residential district.

The seniors housing proposed for the approved 1.67 hectare R-3 site will provide a proper interface with the existing residential development west of 7th Street and can be successfully integrated with the future commercial site with strategically placed level pedestrian access points. An illustration of the conceptual land use map, which identifies the location of the recently approved R-3 lot, is included on page 6 of this document.

Access to the seniors housing development located on the phase one parcel will be provided from 7th Street and is aligned with the access to the existing residential development of Polo Park directly west of the subject site. Access to the storm pond, to be

constructed as a component of phase one, will be from High Country Drive NW. The first phase of the storm water facility was engineered and designed to handle the water from the first phase of development.

PHASE 2 & 3

The second and third phases of development may be developed in concert, and will consist of a commercial site and an adult living multifamily component respectively. The commercial site, to be developed as the second phase, is placed as such to take advantage of the road network and the exposure required for commercial success. The adult living multifamily site, to be developed as the third phase, and located north of the first phase of development, is intended to provide a transition between the existing medium density (R-2 and R-2X) properties west of the site and the future commercial site of phase 2 to the east. As this site has sufficient land to accommodate comprehensive residential development, and provides an opportunity to transition from medium density residential to commercial development, the site should be developed to a minimum residential density of 35 units per net hectare. This is in line with the existing townhouse development north of Centre Street and is considered appropriate to ensure the proposed development is feasible. The conceptual land uses noted above are illustrated on the following page.

As well the second phase of the storm pond will be constructed, which will be provided as a public utility lot. The second phase of the storm pond will address storm water requirements of phases 2 - 4 of the development. The overall facility was designed to address requirements of the one in one hundred year flood event capacity of the overall plan area. Should the dimensions and/or location of the pond be modified at a subsequent phase, requisite re-engineering would be required and this Area Concept Plan would then be re-submitted for Council approval. Linear municipal reserve, in the form of a pathway dedication, may be provided adjacent to the storm pond provided additional land is available within the phase boundary that is not used by the storm pond.

PHASE 4

The fourth phase of development will consist of a residential component which, similar to the third phase of development, should be developed to a minimum density of 35 units per hectare. The remainder of the 10% municipal reserve dedication required for the overall plan area will be provided during this phase of subdivision. The municipal reserve lot will be located adjacent to the public utility lots for the storm pond as illustrated on the conceptual land use map on the following page. The design and layout of the municipal reserve will be resolved by the developer in conjunction with the consultation of Town staff within this final phase.

CONCEPTUAL LAND USE MAP

The Land Use for the seniors housing (shown in orange below) was passed by Council in August 2008.



LAND USE MAP

- C : Future Commercial
- R-3: Future Multi Family Residential
- R: Future Residential
- MR: Future Municipal Reserve

PEDESTRIAN AND VEHICULAR MOVEMENT

ROADS AND ACCESSES

During the course of 2007-2008, the Town of High River and the local residents collaborated to improve the existing infrastructure and provide a second viable access to the communities to the west. The extension of High Country Drive is illustrated on the following page.

During the process, it was made clear by the residents that commercial traffic should be maintained on Centre Street and High Country Drive. The Area Concept Plan provides direct connection for pedestrian movement but limits the vehicular traffic to discourage the use of 7th Street for commercial access. One all turns intersection has been shown off High Country Drive for illustration purposes.

Accesses illustrated on the Pedestrian and Vehicular Movement map on the following page will have to be reviewed, evaluated and approved at the land use redesignation stage. Proper traffic impact analysis shall be submitted to ensure that these accesses are safe and feasible.

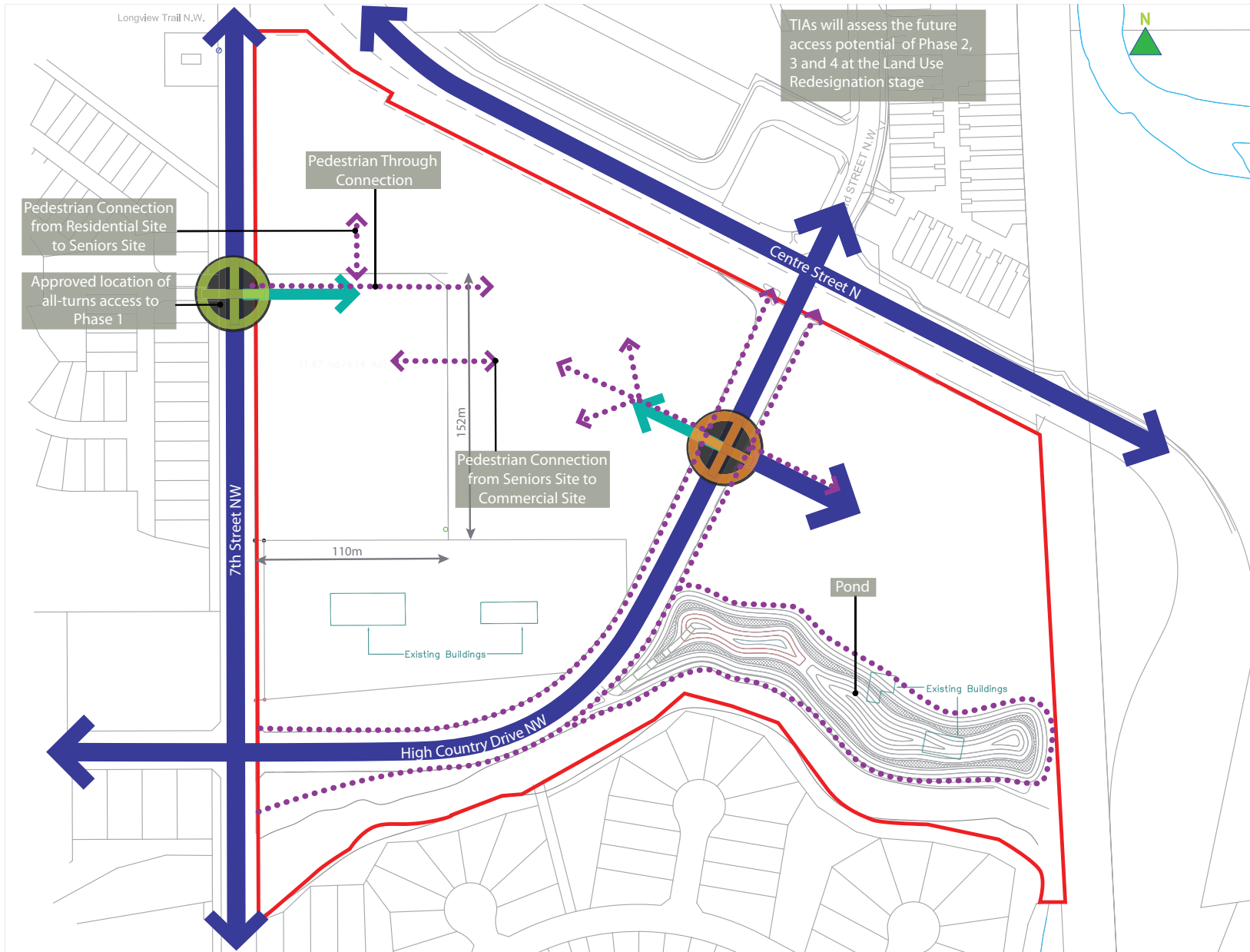
Phase 2, 3 and 4 of the Area Concept Plan comprise 7.94 hectares of land, and Traffic Impact Assessments will be used to determine future vehicular access points for these phases depending on zoning, use and density potential as established at the Land Use Redesignation stage.

PEDESTRIAN MOVEMENT

The Area Concept Plan provides pedestrian connections to improve the internal circulation of pedestrians and the existing pedestrian connections to the community. An east/west pedestrian connection is proposed along the south portion of the plan area between the the storm water feature and the creek to the south.

Sidewalks are proposed on both sides of High Country Drive by the Town of High River. These sidewalks will provide a connection to the future commercial development site and will connect to the pathway north of the Area Concept Plan.

The Area Concept Plan proposes to provide a barrier free environment to allow seniors to easily and safely navigate within the plan area. Pedestrian connections will be created to link the residential/senior development to the commercial site. The commercial site will provide internal sidewalks to create safe pedestrian movement.



TIAs will assess the future access potential of Phase 2, 3 and 4 at the Land Use Redesignation stage

Pedestrian Connection from Residential Site to Seniors Site



Approved location of all-turns access to Phase 1



Pedestrian Through Connection



Pedestrian Connection from Seniors Site to Commercial Site

Pond

Existing Buildings

-  Area Concept Plan Boundary
-  Vehicular Route

-  Internal Vehicular Route
-  Pedestrian Route

-  Approved Location of All Turns Intersection to Phase 1
-  All Turns Intersection: Illustration Only

Drawing No. 317-09b

PEDESTRIAN AND VEHICULAR MOVEMENT

DESIGN COMPONENT

TRAFFIC CALMING MEASURES

The relationship between the traffic and pedestrian connection is very important. The intersection of High Country Drive and 7th Street is the most sensitive point. The potential conflict was also raised during consultation with the local residents. The extension of the pedestrian access along the Environmental Reserve and the existing driveways access along High Country Drive justify introducing traffic calming measures.

Strategies should be considered that would reduce speed by visual intervention as opposed to physical obstacles such as the use of vegetation and the reduction of the lanes when approaching the intersection. Such measures have proven to be very successful in other municipalities and reduce the irritation generated by a bump/hump or other physical obstacles for local traffic.

Traffic calming measures will improve the safety between vehicular and pedestrian movement and will also reduce the conflict with the existing driveways access West of 7th Street.

The Town of High River is currently designing High Country Drive therefore traffic calming measures can easily be incorporated into the design. These measures will be the responsibility of the Town of High River.

BUILDINGS

Building elements shall have a compatible and continuous architectural quality consistent with adjacent sites and throughout each newly developed site, through the use of common materials and feature elements. All service areas throughout the development will be screened with landscaping or with a combination of fencing and landscaping. All garbage containers will be screened or incorporated within the buildings.

Walls in large buildings must incorporate treatments to assist in breaking up the scale of the building, including the use of wall setbacks, material changes, canopies, awnings and entrance features. Taller landmark type elements including clerestories, roof elements, or entrance towers incorporating glazing and special lighting may be used to give visual expression to entrances, outdoor amenity areas or as landmarks to define view.

Roof lines will be designed to offer a variety of heights and forms.

EXTERIOR MATERIALS

Materials and colors compatible with the historical development of the Town of High River will be used throughout the development. Materials that respond to the tenant's needs for image and identification should be selected, including but not limited to:

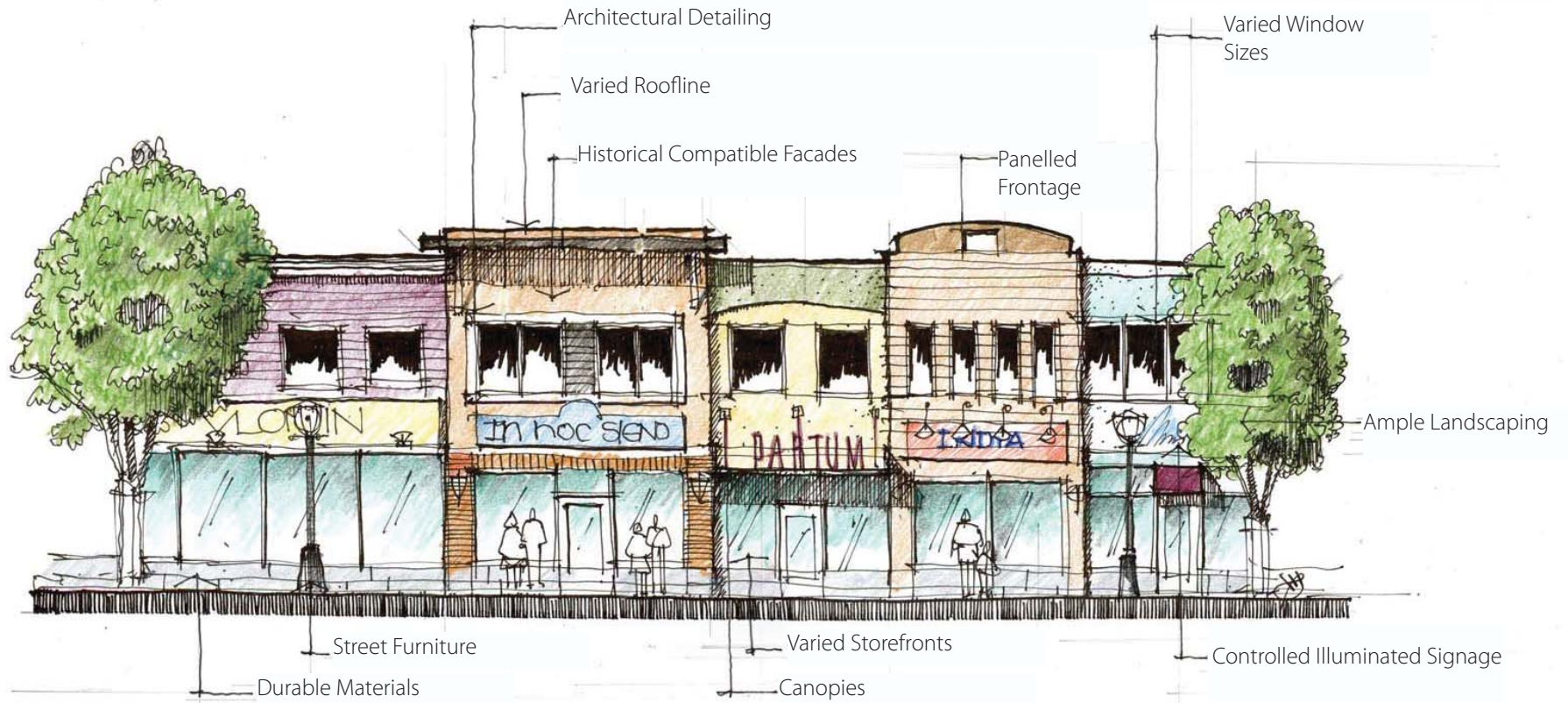
- Concrete Masonry units
- Brick
- Aluminum storefront
- Wood or wood composite siding
- Stucco
- Natural Stone
- Canopies

SIGNAGE

Signage will be limited to specific areas on the building façade, or on pylons signs at predetermined locations. Signage will respect historical references. Specific design guidelines will be developed at the time of development permit application. No box signs will be allowed except as secondary signage. All project signage will be illuminated.

All signs shall meet land use bylaw requirements applicable at the time of development.

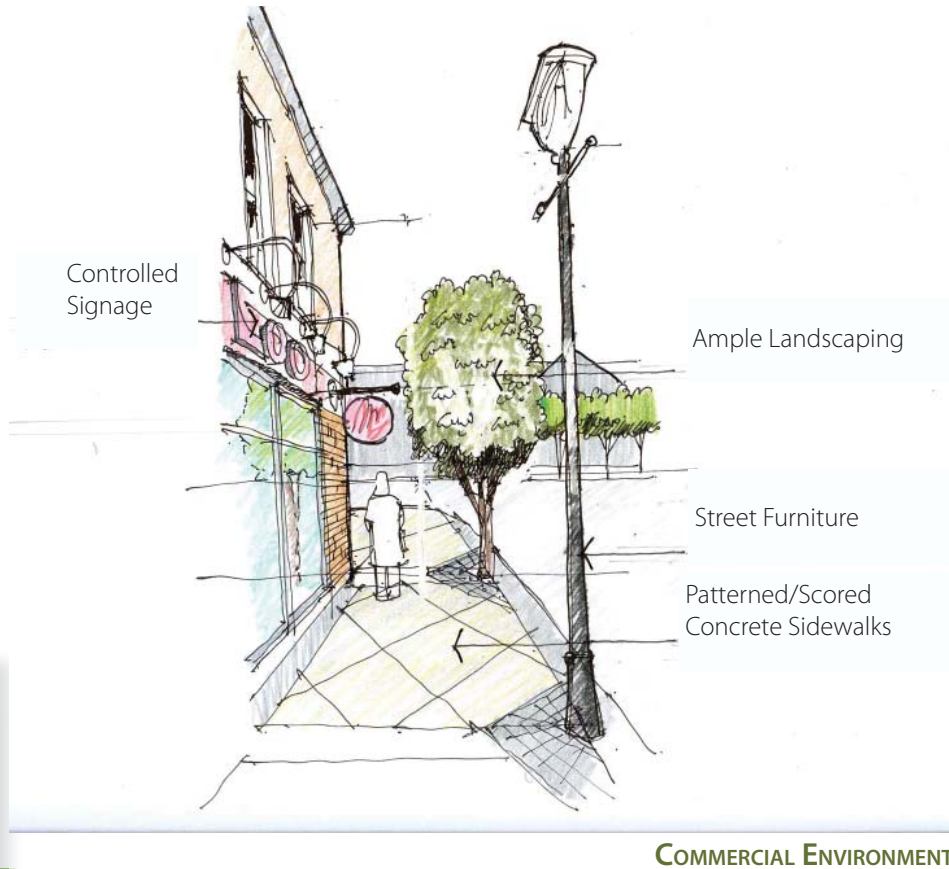
DESIGN COMPONENT



COMMERCIAL STREETScape

LANDSCAPING - PRIVATE

All areas that are not built will be landscaped with hard or soft landscaping. Landscape materials will be of low maintenance, with year round appeal. Low Impact Development principles will be implemented to reduce storm water runoff and, where possible, maintain storm water on site through the appropriate selection of landscaping materials and planting. The landscape design, which will be formal and regulated in nature, will be developed to complement the buildings, enhance the pedestrian experience, and break up the scale of the development. A landscaped strip will be provided around the perimeter of the entire development. Parking rows are terminated by a landscaped area. A planting hierarchy will be developed in size, form and color of the landscaping.



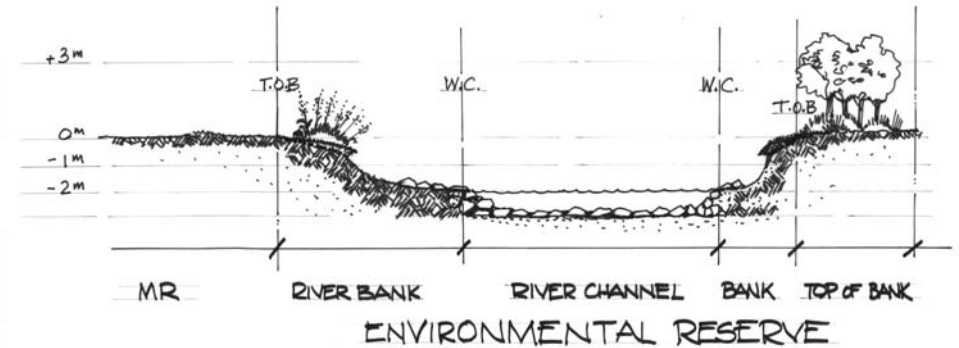
LANDSCAPING - PUBLIC

The landscaping for the public areas (namely the Municipal Reserve and Environmental Reserve) will be more informal with sporadic planting to suit the open nature of the MR. Existing trees and vegetation will be retained wherever possible.

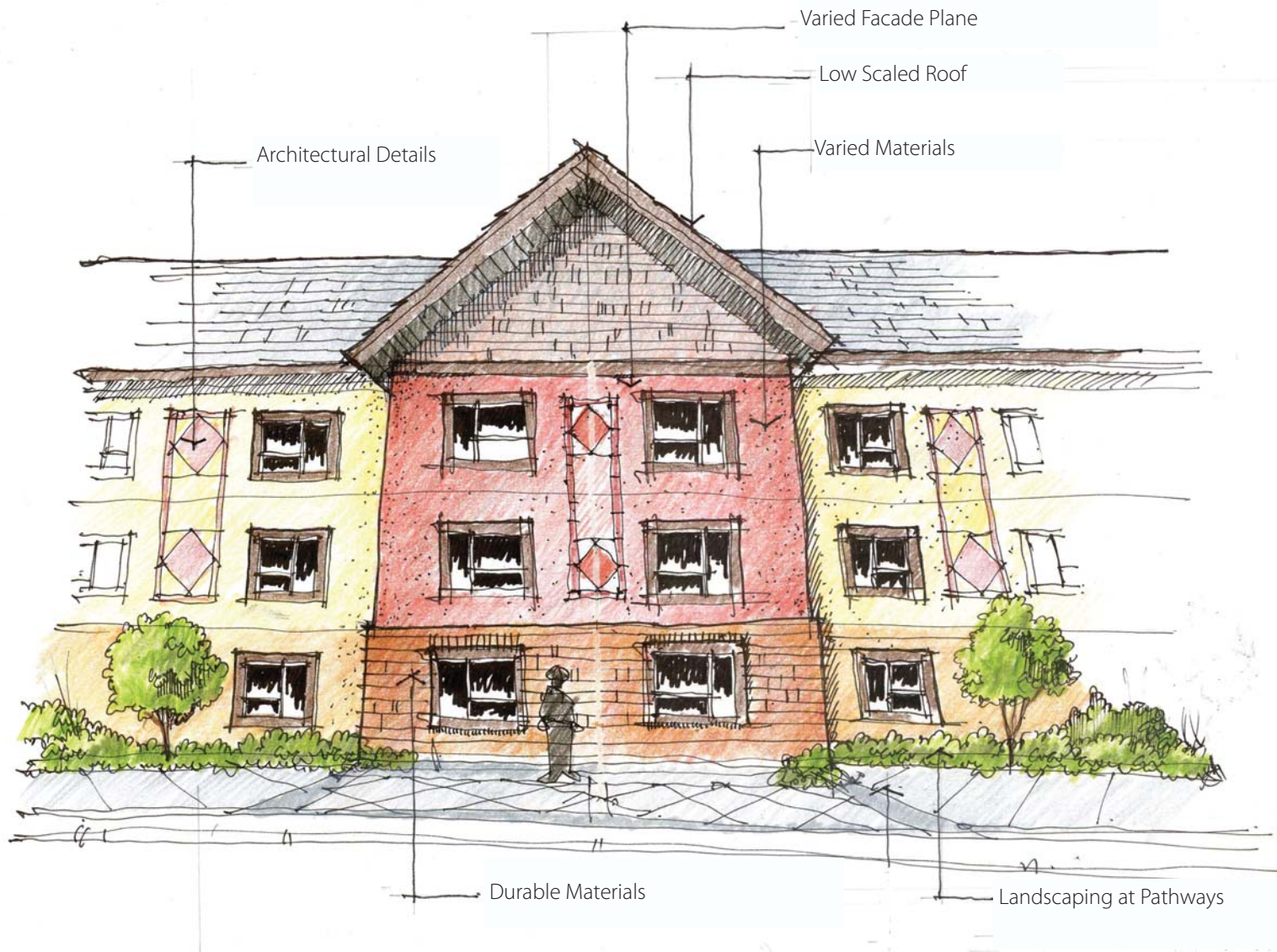
The exact landscaping schedule will be determined at the later phases (phases 2, 3, and 4) based on a needs analysis of the Town. Native species (both deciduous and evergreen) such as Mayday, Chokecherry, Mountain Ash and American Elm will be incorporated into the public open space areas.

The section below illustrates the transition between the different landscaped areas around the environmental reserve .

All landscaping shall meet land use bylaw requirements from the specific land use district applicable at the time of development.



DESIGN COMPONENT



SENIORS HOUSING ELEVATION

URBAN DESIGN

Urban elements will be compatible in quality and design, and will be planned to enhance the appearance of the area, and address the needs of the user.

Landscaping throughout the development will be provided along pedestrian pathways, sidewalks, and throughout parking areas.

Pedestrian areas, pathways and sidewalks throughout the development will utilize paving materials that may include a mixture of materials including brick, concrete pavers, patterned or scored concrete, or coloured concrete.

Site furnishing, such as benches, bicycle racks and litter bins will be used throughout the commercial development. Site furnishings shall present a unified appearance in materials and design.

PEDESTRIAN CIRCULATION

A clearly defined pedestrian circulation system will be established to create linkages between all sites in the development, and to the regional pedestrian pathway system. Pathways may be provided with surface patterns and barrier-free connections between the different buildings.

VEHICULAR ACCESS AND PARKING

Vehicular access to each site shall be clear. Parking areas will incorporate landscaping as a means of breaking down the scale of large paved areas, providing visual relief, and identifying the main access routes.

Parking lot lighting shall consist of a combination of pedestrian scale lighting along pedestrian areas, and general lighting for the remainder of the site. General parking field lighting shall be compatible with adjacent sites, with appropriate angle cut offs at the edges of the sites.

DARK SKY

Lighting throughout the development should be sensitive to the principles of "dark sky". Lighting for the parking areas and for architectural purposes should be designed to reduce the impact beyond the limits of the property. The strategies should be consistent with the Town of High River's policies and bylaws applicable at the time of development.



CITYTREND
Suite 310-239 10 Avenue SE, Calgary SE
Phone. (403) 475.2044
Facsimile. (403) 475.2043
www.citytrend.ca