



## Planning & Design Framework Draft Report

November 2011



URBANSYSTEMS.

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# INTRODUCTION



## Introduction

This report has been produced by Urban Systems on behalf of the Town of Cochrane. It provides a planning and design framework to guide, shape and inform the layout and design of proposals that come forward as part of the redevelopment of the former wood-preserving facility within the downtown area of Cochrane.

## The site

The former wood-preserving facility (the site) is located to the south of the Canadian Pacific Railway line that runs through the Town (see Figure 1). It is bounded by Railway Street to the north, Charlesworth Avenue, in part, to the east, Griffin Road to the south and Grande Boulevard to the west. The site was operated by Domtar Inc. between 1964 and 1988. During this time the wood-preserving operations resulted in the contamination of soils on the site. Environmental remediation commenced in August 2010 and is due to be completed in fall 2011. The remediation is being carried out by the current owner of the site, Springwood Land Corporation, in accordance with measures outlined in the Amended Remedial Action Plan (ARAP). The ARAP was approved by Alberta Environment.

## Planning and design framework

The Town of Cochrane initiated the process of preparing a planning and design framework for the site in March 2011 and appointed Urban Systems to help facilitate the process. The aim was to create a document that would help guide planning and design decisions. The planning and design framework was developed through a collaborative two-day design workshop involving staff from the Town of Cochrane, Urban Systems, Hodgson Schilf Architects, Springwood Land Corporation and representatives from the Arts and Culture Foundation of Cochrane. The workshop took place on June 16th and 17th, 2011 in the Rancho House in Cochrane. This planning and design framework document was prepared based on the outputs of the workshop. Both the Town of Cochrane and Springwood Development Corporation had input into the document.

## The report

The remainder of this report is structured as follows:

Section 2: Framework preparation

Section 3: Site analysis

Section 4: Policy context

Section 5: Vision and principles

Section 6: Planning and design framework

Section 7: Conclusion and next steps





↑ Figure 1: Location Plan

## 2

# FRAMEWORK PREPARATION



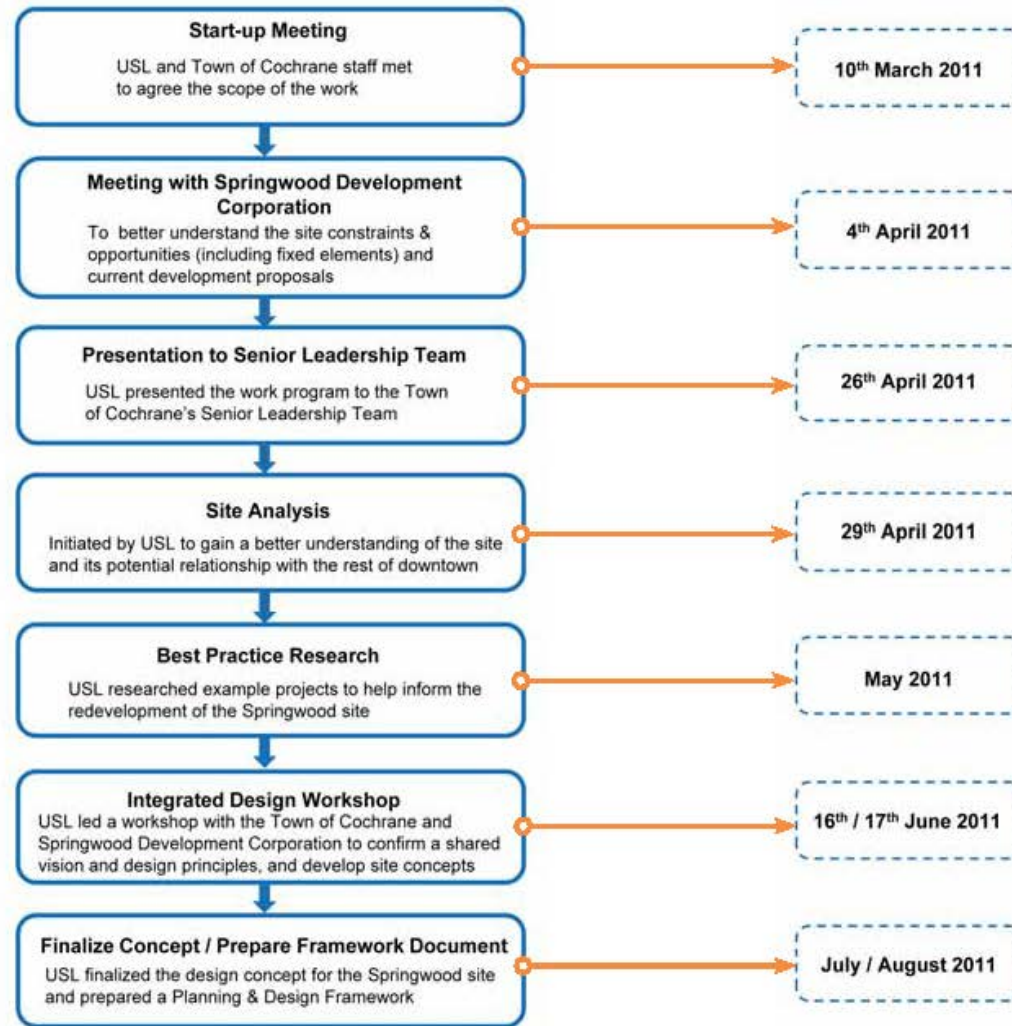
The process of preparing a planning and design framework for the site is outlined in Figure 2. The process was initiated in March 2011 by the Town of Cochrane, and Urban Systems was appointed to help facilitate the process.

In April 2011, staff from the Town of Cochrane, Urban Systems and Springwood Development Corporation met to gain a shared understanding of the site constraints and opportunities. Following this meeting, Urban Systems undertook an analysis of the site and the wider downtown of Cochrane to gain a better understanding of the site and its potential relationship with the rest of the downtown. Urban Systems also researched exemplar projects from Canada and the USA that demonstrate how new retail developments can be integrated into historic downtowns in a sensitive manner. The research also looked at retail developments that create lively, pedestrian orientated shopping areas with a small town feel and scale.

The site analysis, exemplar projects and research into what makes downtowns successful was used to inform a two-day design workshop that took place in June 2011. The workshop included staff from the Town of Cochrane, Springwood Land Corporation, Hodgson Schilf Architects, and representatives from the Arts and Culture Foundation of Cochrane was facilitated by Urban Systems. The agenda for the workshop is included in Appendix A. Day One focused on developing a shared understanding

of the site and its relationship with the rest of the downtown. Summaries of the site's policy context and environmental status were presented, as well as an update on the status of the Arts Centre project. From this site understanding, thoughts on a vision and planning and development objectives for the site were developed. Day Two focused on the preparation of development concepts for the site. Two primary options were generated, with three sub-options emerging specifically for the north-west corner of the site, which was identified for mixed-use development. Ideas were also generated and discussed for specific elements of the development, including Centre Avenue, the approach to architecture and public realm design.

Following the workshop, Urban Systems synthesized and refined the material generated in the workshop into this planning and design framework document, which is intended to shape, inform and guide any development proposals that are brought forward on the site.



↑ Figure 2: Framework Preparation Process



## SITE DESCRIPTION



### Introduction

This section provides an assessment of the physical characteristics of the site and the wider downtown area of Cochrane. It focuses on land-uses, movement networks, the relationship between buildings and spaces, and other key townscape features. The section concludes with a summary of the site's opportunities and constraints.

### Overview of remediation process

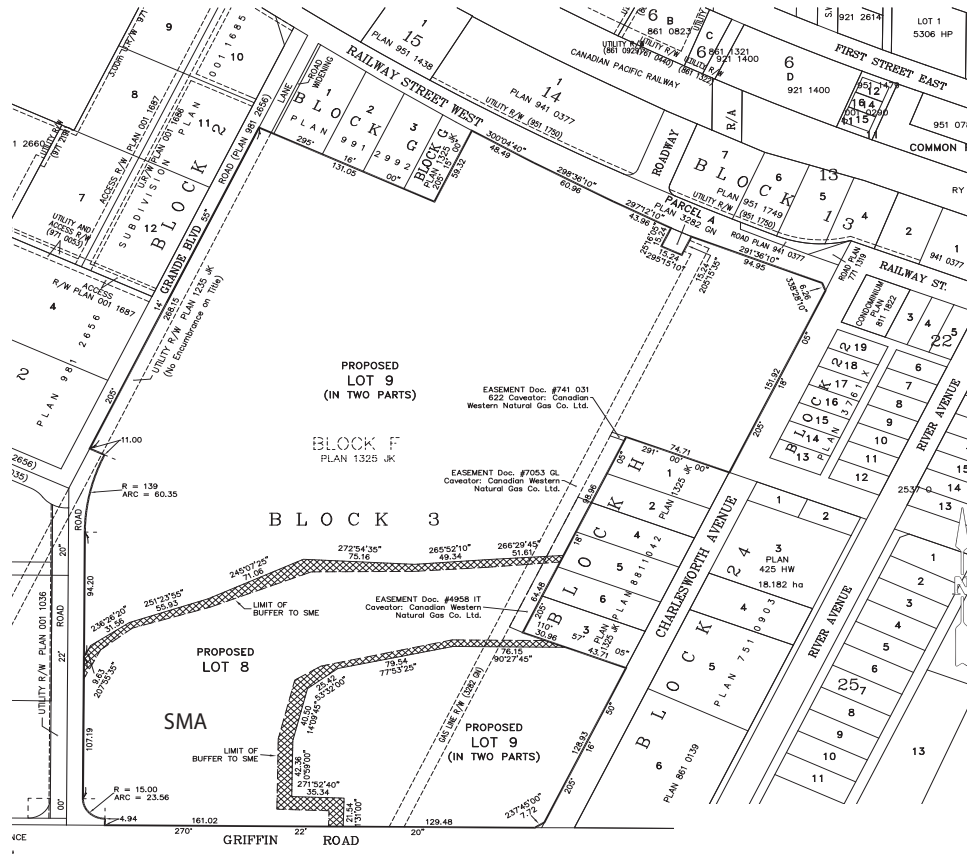
Springwood has been working on the redevelopment of the former Domtar lands in Cochrane, AB since 2005. The subject site was once part of a larger parcel totalling 68.57 acres owned by Domtar. From 1964 to 1988, Domtar operated a wood treatment facility at this location, using it for the impregnation of rail ties and large dimensional wood products with a coal tar/creosote mixture.

Some remediation has occurred on portions of the former Domtar Lands. The blowdown pit was remediated in 1986, followed by the decommissioning of the entire facility in 1988. In 2000, the Phase I Lands west of the subject site (approximately 23 acres) were remediated to Tier II – Commercial standards, and were subsequently developed into the Canadian Tire and Safeway shopping centre, the Emergency Services Facility, and the Health Unit building.

The remainder of the former Domtar Lands constitutes the proposed Quarry development.

Starting in January 2008, Springwood worked with key stakeholders including the Town of Cochrane, the citizens of Cochrane, Alberta Health Services, and Alberta Environment in developing the Amended Remedial Action Plan, which was ultimately approved by Alberta Environment in March 2010. The plan was a creative solution to remediating the contaminated site, one that biologically treated the contaminated material onsite and then beneficially reusing the material onsite as backfill, or offsite in asphalt. Remediation began in August of 2010 and is expected to be complete late fall of 2011.





↑ Site map illustrating SMA



↑ Site - Looking Northwest



↑ Site - Looking Southwest

## Land uses

Figure 3 illustrates the broad pattern of uses that surround the site. To the north is old downtown with its regular street grid and fine grained pattern of small stores, banks, restaurants and cafes. Old downtown has a compact layout and is very walkable. On the south side of First Street, close to the intersection with Second Avenue is the town's only public plaza space.

Located between the site and old downtown is an area of transition. This area contains a mixture of uses, including retail units, some offices and some auto-related uses, including a Ford dealership. Connectivity between the site and old downtown is limited due to the railway line, but also the uses along Railway Street, which fail to create a pedestrian friendly feel. Sidewalks along Railway Street are also limited.

To the east of the site is an area of predominantly small industrial units. However, there are some retail outlets selling auto-related parts. Six lots located along Charlesworth Avenue back onto the site.

To the south of the site is a saw mill that occupies a large parcel of land between River Avenue and Fifth Avenue.

Located to the west of the site, between Grande Boulevard and Fifth Avenue, is an area of relatively recent development. It comprises a mixture of uses, including retail, office, residential and civic uses. However, these uses are largely segregated. Located

off Fifth Avenue are two areas of suburban format retailing with stores orientated around large areas of surface parking. The area to the south is anchored by Safeway, Canadian Tire and Mark's Work Warehouse. The area to the north is anchored by Shoppers Drug Mart. Within these two areas there is some professional office space located above the smaller retail units. There is one apartment complex in the area and this is located off Railway Street. It is four storeys in height. Civic uses, including the town's library, fire station and urgent care facility – are all located close to the western edge site. The only entertainment facility in the area – a movie theatre – backs onto the currently un-built section of Grande Boulevard and its rear elevation is, therefore, highly visible from within the site.



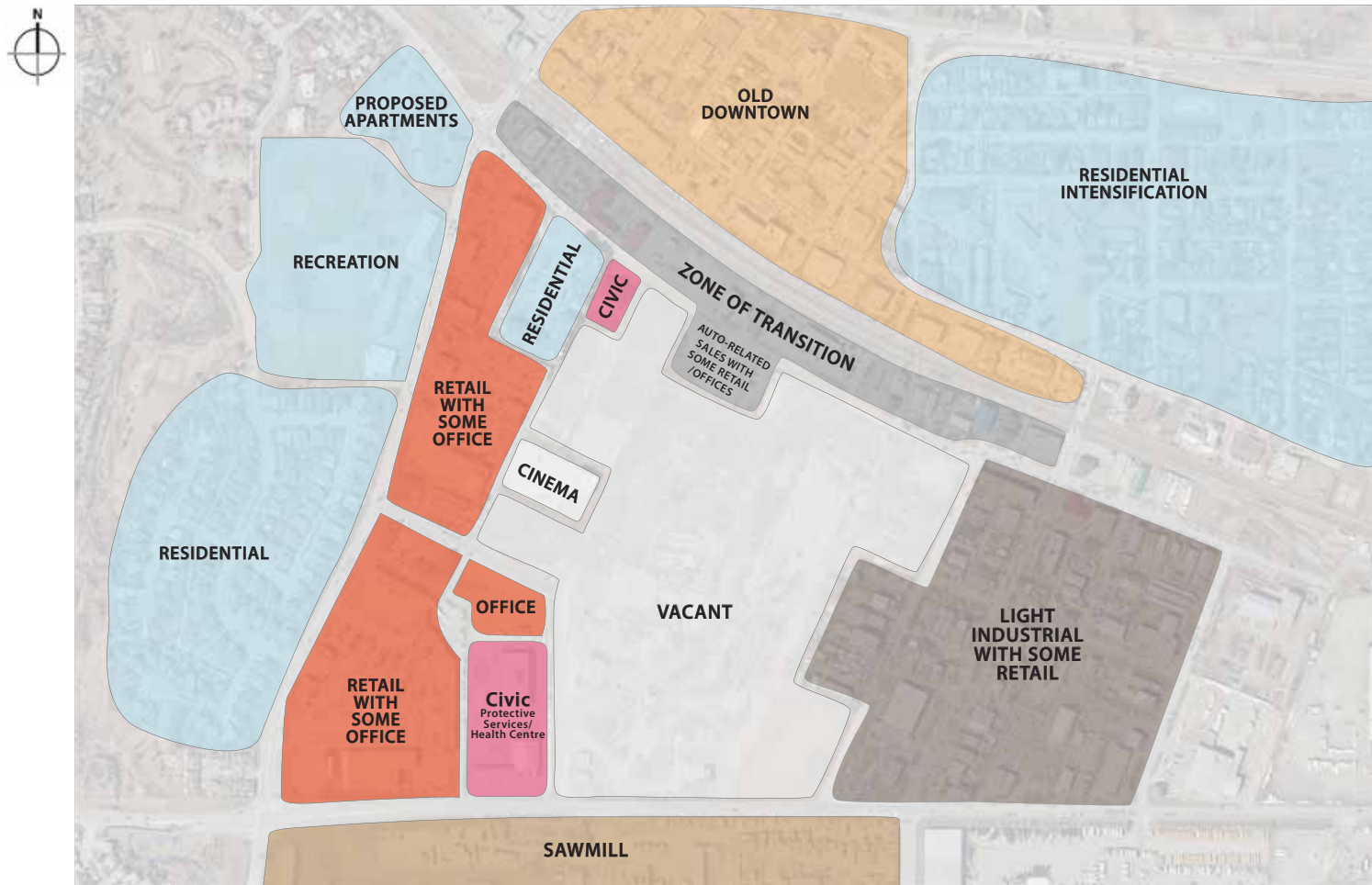
↑ Protective services centre to the west of the site



↑ Movie theatre immediately to the west of the site



↑ Restaurant and professional services



↑ Figure 3: Land Uses

## Routes and movement

Downtowns exist for interaction and as such they depend upon movement systems – roads, railways, footpaths – which make urban life possible. The success of downtowns depends on how well these movement systems work. The measure of their success is not just their functional performance, but how they contribute to the quality and character of a place.

Running through the heart of downtown is the Canadian Pacific Railway line. The railway line played an important role in the early development of the town and is still important in carrying freight. However, it does create a barrier effect and serves to sever old downtown from other parts of downtown located to the south of the railway line (both physically and psychologically). There are currently three road crossings over the railway line at Fifth Avenue, Fourth Avenue and River Avenue. The extension of Centre Avenue south through to Griffin Road will create a new crossing point, although closure of the Fourth Avenue connection is proposed once the Centre Avenue connection is open. A pedestrian connection over the railway line has previously been discussed by Council, but no decision has been made on the form this might take (grade level crossing, underpass or overpass), or the timing of implementation.

To the north of the railway line the downtown comprises a legible pattern of pedestrian friendly streets that provide good connections between

different destinations. First Street between First Avenue and Fifth Avenue, and a number of streets that run at right-angles to this street, including First Avenue, Second Avenue, Third Avenue and Fourth Avenue possess a traditional 'main street' character and feel. However, this pattern of pedestrian friendly streets starts to break down in the area to the south of the railway line.

Streets to the east and south of the site, including Charlesworth Avenue, River Avenue and Griffin Road have an industrial feel and character. Other key streets to the south of the railway line, such as Railway Street and Fifth Avenue, have limited active frontage and are largely vehicular orientated. The character of Grande Boulevard, which is only partially built, is largely still to be determined.

New north-south and east-west connections will be important in integrating the site with the rest of downtown, and ensuring destinations beyond downtown, such as the River and campground are connected to the downtown via a range of modes.

In addition to the Centre Avenue extension, that will provide a new north-south spine through the site, additional future connections are possible from Charlesworth Avenue to the east and Grande Boulevard to the west of the site. These are illustrated on Figure 4.

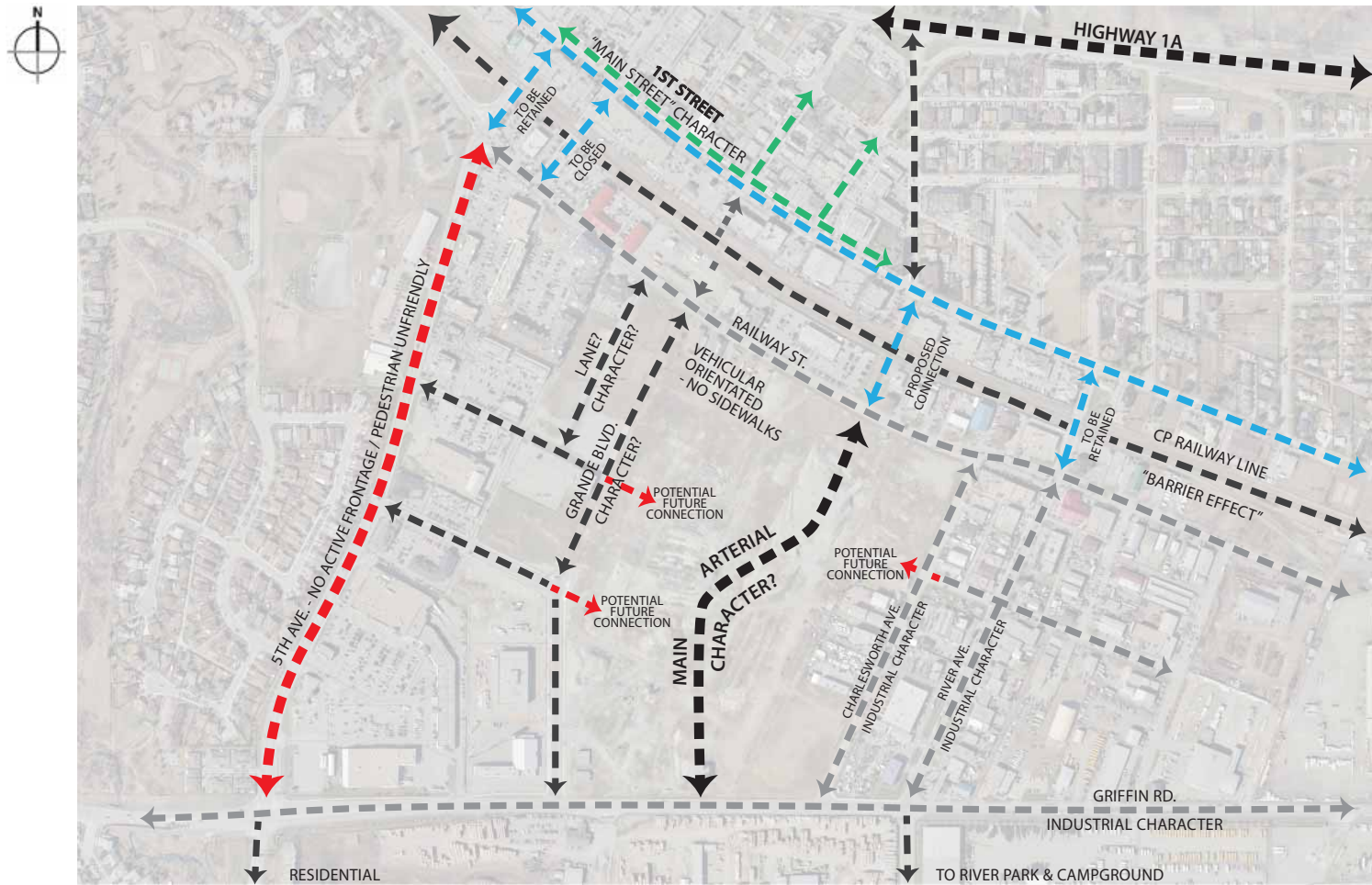


↑ Charlesworth Ave & Griffin Road have an industrial character



↑ Railway Street provides a poor quality environment for pedestrians





↑ Figure 4: Routes & Movement

## Buildings and space

Figure 5 represents a figure-ground plan of Cochrane's downtown. The fronts of buildings surrounding the site are highlighted in red. A figure-ground plan shows the pattern and relationship between buildings (illustrated in black) and un-built space (illustrated in white). Places, and downtowns in particular, are highly complex structures usually having developed over many years. Each layer of successive development contributes to the evolving character of a place. The figure-ground plan clearly shows the different patterns of blocks, streets and buildings associated with different land-uses and different periods of development in Cochrane's history.

The figure-ground plan shows:

- The area of development opportunity represented by the large 'void' (white space) at the centre of the plan;
- The fine grained street grid of old downtown with its regular pattern of streets and urban blocks, creating a compact, highly walkable urban form;
- The railway line that runs through the town between First Street and Railway Street;
- The fragmented and irregular layout of the suburban style shopping area to the west of the site;

- The area of pre-war housing in the north-east corner of the plan characterized by a regular pattern of predominantly single family houses arranged around a school;
- The area of low density post-war housing on the west side of the plan with its curvilinear street pattern; and
- The need to create well defined linkages connecting old downtown with the area to the south of the railway line, including the site.

When the location and orientation of building frontages is overlaid onto the figure-ground plan it reinforces the key messages emerging from the figure-ground plan. Figure 5 shows the well-defined streets of the old downtown lined with building frontages orientated towards the street. It also reinforces the fragmented nature of the shopping area to the west of the site. Building frontages fail to clearly define a series of spaces. The almost random pattern of building frontages is dictated by the location of parking stalls and drive aisles rather than the location and alignment of streets.



↑ Well defined streets of old downtown



↑ Suburban style shopping area to the west of the site

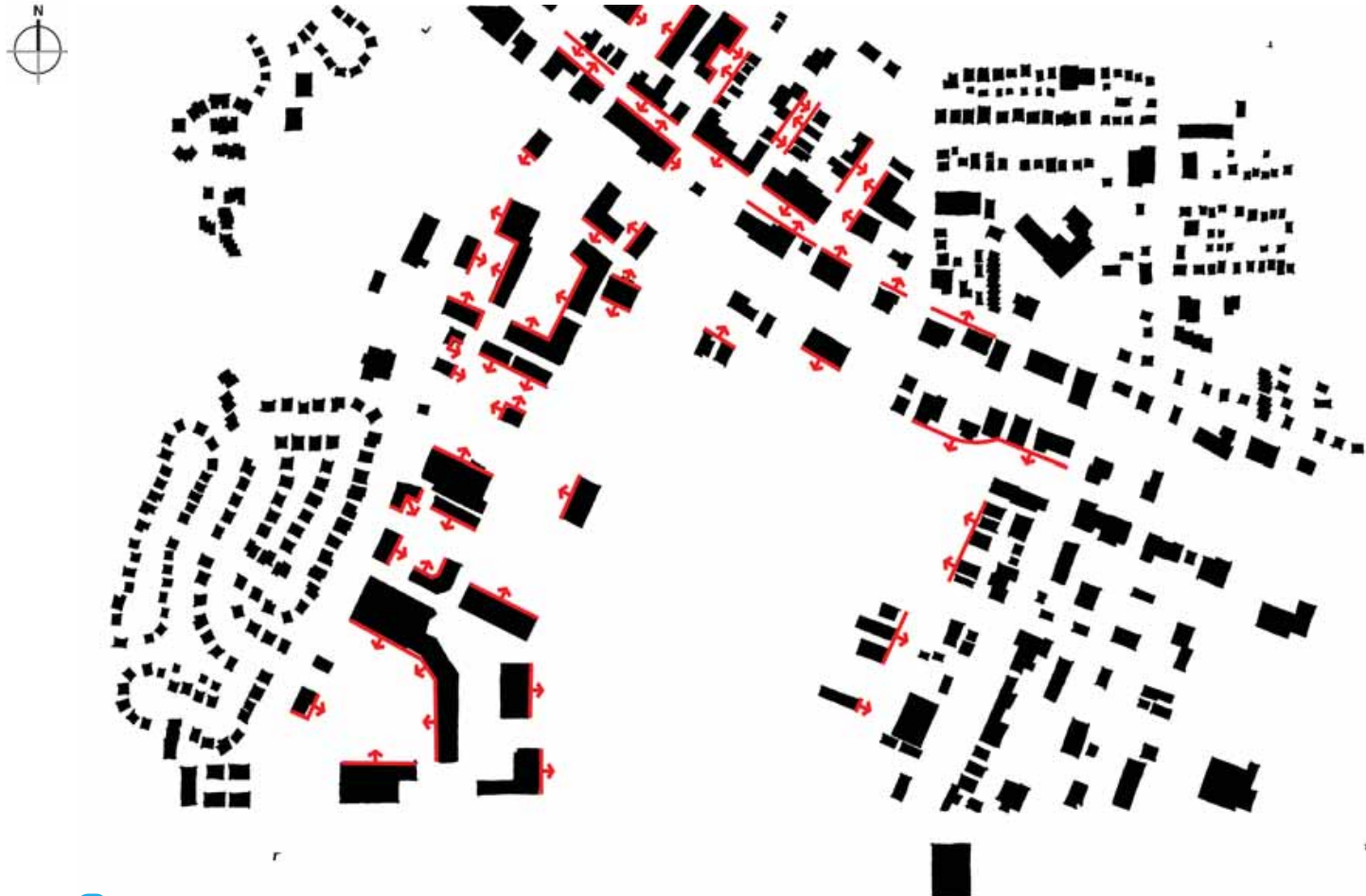


Figure 5: Figure - Ground Plan & Building Frontages/Orientation

## Other key influences

Figure 6 highlights other key influences that should be taken into account during the redevelopment of the site. Included is a 400 metre walking radius. 400 metres is roughly the distance that can be walked from a potential transit hub located along Railway Street in five minutes. This 400 metre radius demonstrates that if attractive pedestrian linkages are in place, then it is realistic to expect people to walk between old downtown and the site. In order to encourage walking between old downtown and the site, streets should have pedestrian priority with interesting and active edges and on-street parking. Other streets, outside the core area of downtown that connect downtown to broader amenities and services will need to balance pedestrian and vehicular movements.

Figure 6 highlights a number of future redevelopment opportunities. Along the northern half of the proposed Grand Boulevard there are a number of vacant lots. There is an opportunity to influence the orientation and design of new buildings on these lots to ensure a positive interface with Grande Boulevard and the western edge of the site.

Throughout downtown there is demand for new housing. Residential intensification is already taking place in parts of the town. This should be seen as an opportunity to develop uses that are conveniently located (and of an appropriate format), to service the growing downtown population.

Other redevelopment sites are likely to come forward within the downtown. These sites could include residential development as part of a mix of uses. The industrial area to the east of the site is an area of potential future downtown expansion and the saw mill to the south of the site may be a long term redevelopment opportunity.

Figure 6 also highlights the general views out of the site towards the surrounding hillsides to the north-east. These views could be capitalized upon through the careful positioning of outdoor seating areas as part of a plaza space and/or sidewalk cafes.

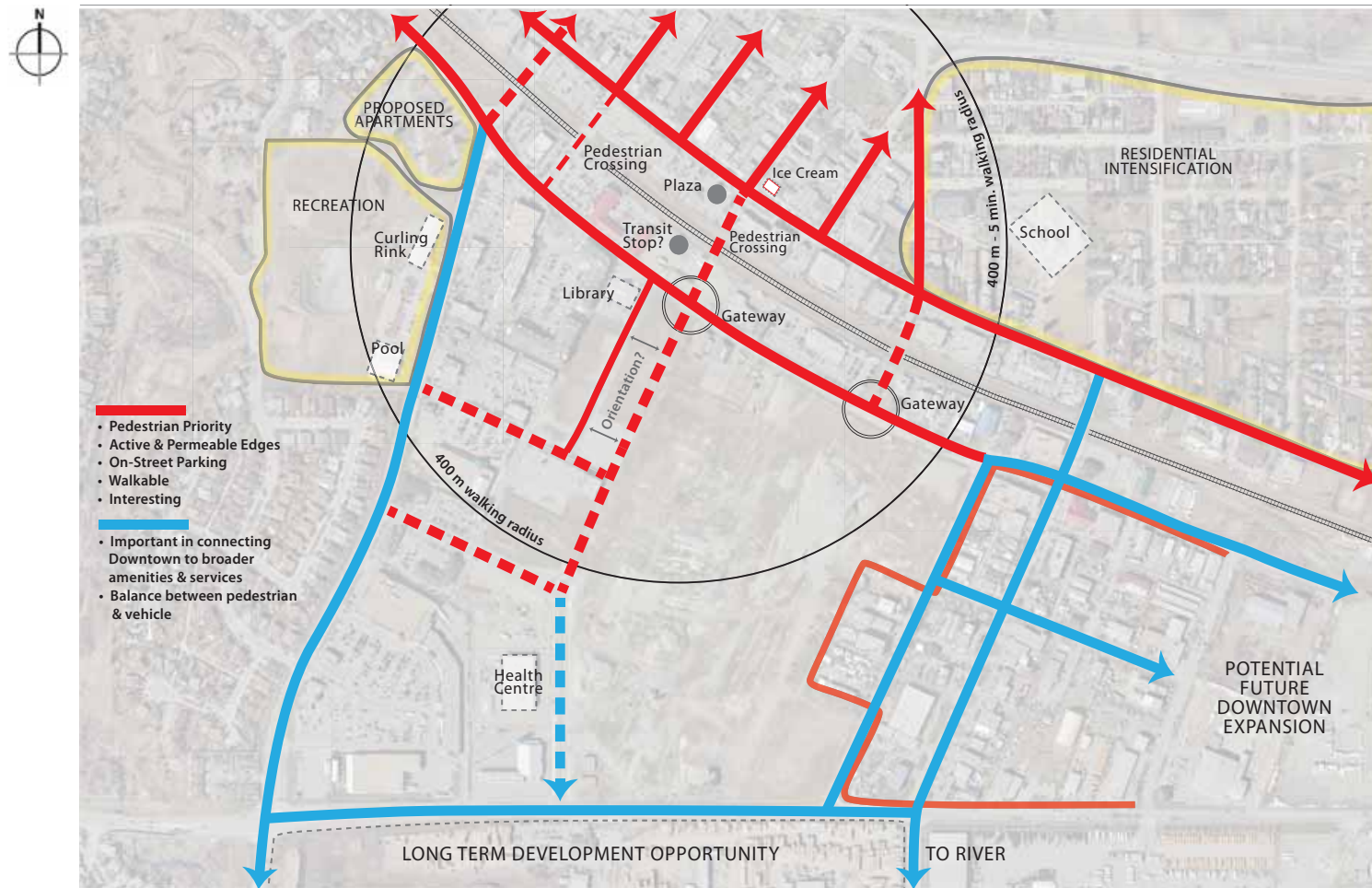


↑ Attractive hillside views from the site to the north-east



↑ Vacant lots to the west of the site





↑ Figure 6: Other Key Influences

## Opportunities and constraints

Based on the site analysis work undertaken and the outcomes from the design workshop, the following opportunities and constraints were identified:

(Amended Jan 2016) Create a mixed use district in the northwest corner of the site focused around a pedestrian orientated street. An arts Centre and plaza space will not be accommodated on this site.

### Opportunities

There are opportunities to:

- Ensure the site is redeveloped as an integrated piece of townscape that links seamlessly with the rest of downtown, rather than forming an inward-looking, isolated development.
- Create a mixed-use district in the north-west corner of the site anchored by a new community arts centre and focused around a pedestrian orientated street and plaza space.
- Capitalize on the extension of Centre Avenue south through the site and ensure it is a visually attractive route that accommodates pedestrians and cyclists as well as vehicular traffic.
- Capitalize on the close proximity of civic uses and ensure they are suitably connected to areas within the site.
- Strengthen the existing retail base of the town by creating a critical mass of retail space capable of attracting shoppers from a regional catchment.
- Capitalize on the potential siting of a transit hub along Railway Street with transit orientated development in the north-west corner of the site.
- Act as a catalyst for additional development and the continued transition of the area of light industrial uses (to the east of the site) to higher value uses.
- Capitalize on the residential intensification that is starting to happen in the town (and associated increase in population and urban living), which can help to support new, more urban format stores.
- Create areas with differing characteristics. For example, the site is sufficiently large to create an area of fine grained uses to the north (connecting into old downtown) and an area of larger format retail stores to the south.
- Capitalize on views out of the site towards the hillsides to the north-east of the town.

### Constraints

Potential constraints include:

- The limited ability to accommodate residential development due to on-site contamination.
- The requirements of the Special Management Area, which dictate the location and size of building footprints.
- The inflexibility of potential anchor tenant requirements in relation to restrictive covenants, building design, site layout and parking ratios.
- The alignment of Centre Avenue is fixed.
- The limited depth of development parcels created on either side of Centre Avenue dictates the siting and orientation of larger format stores.
- A future grade separation at the intersection of Centre Avenue and Railway Street.
- The size of the Cochrane retail market and the availability of tenants.
- The additional cost associated with landscaping due to environmental contamination.



↑ Aerial view of site looking east

## 4

POLICY  
CONTEXT

## Planning Policy Review

A review of planning policy that is applicable to the site was undertaken in order to understand current and future planning policy as it relates to redevelopment of this site.

The following documents were reviewed:

- Cochrane Sustainability Plan – May, 2009
- Town of Cochrane Municipal Development Plan (MDP)-October, 2008
- Downtown Area Redevelopment Plan (DTARP) – July, 2005
- Town of Cochrane Land Use Bylaw (LUB)01/2004 – August, 2005

## Cochrane Sustainability Plan – May, 2009

The Cochrane Sustainability Plan was developed to create shared action to build a common future. Its goal is to encourage every citizen, household, organization and institution to get involved and foster a Culture of Responsibility. A key element of the plan is the approach to sustainability which focuses on three ideas:

- Think long term – looking at long-term trends and how future “Cochranites” will be able to live here.
- Look at the whole - look at all elements of life in Cochrane (i.e. community, economy, culture,

governance, natural environment, connections and support for one another).

- See the connections - between all elements of life.

An important component of developing the plan was to understand the multiple systems that are at work in Cochrane as identified below:



These systems are a way of thinking about the community and should be used to “look at the whole” and “see the connections”. Systems’ thinking is essential to consider all parts of the community. 13 Pathways to the Future are an integrated approach to action:



### We Build a Culture of Responsibility

1. We are a socially responsible and empowered community.

### We are Responsible Citizens of the Planet

2. We treat water as a precious resource.
3. We use energy responsibly and innovatively.
4. We contribute to the solution on climate change.

### We Live Locally

5. We consume the bounty of our local economy.
6. Our local economy is healthy and diverse.
7. Everyone has an opportunity to pursue their potential in Cochrane.
8. We are a caring community that lives and celebrates together.

### Cochrane is a Complete Community

9. Everyone has a roof over their head.
10. There's enough room for everything a community should have.
11. Wherever you are in Cochrane, you're close and connected.
12. There are diverse options for getting around.
13. We build Cochrane on the strengths of our natural and cultural heritage.

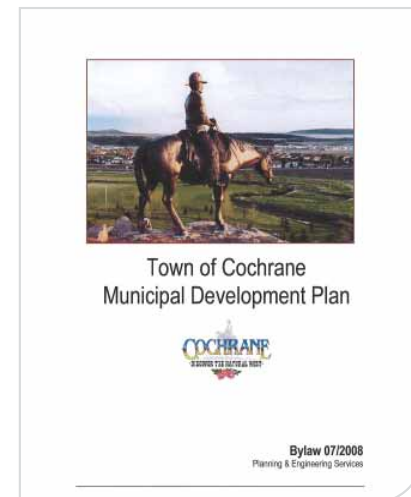
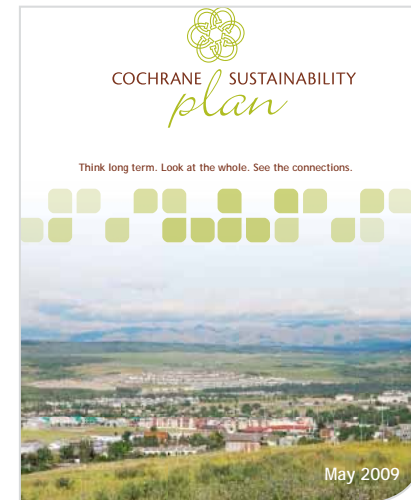
The Cochrane Sustainability Plan sets the context for the proposed redevelopment of the site as it promotes commercial buildings on major transportation corridors and contributes a commercial opportunity to live, work and play within Cochrane.

### Town of Cochrane Municipal Development Plan (MDP)-October, 2008

The MDP is guided by values, vision, and principles. Values such as community pride, economic vitality, rich heritage, beauty of the natural environment, social responsibility and respect, safety, arts, culture and recreation are significant strengths and assets of the Town. These values helped to form a vision for the Town which centres on enhancing social well-being, environmental stewardship, and economic vitality with responsible growth and community engagement keeping Cochrane's link to its western heritage.

The values and visions shaped a set of principles and detailed goals to motivate and guide development within the Town to provide a framework for decision-making bodies. The principles are:

- Responsible Growth Management
- Social & Cultural Well-Being
- Environmental Stewardship
- Economic Vitality
- Community Engagement



The MDP establishes the framework for the proposed Springwood Development through the following criteria and related goals.

#### Economic Development

Cochrane has the opportunity to encourage the business sector with economic development efforts and harnessing resources to develop community-driven initiatives. A specific goal is to support the economic vitality of the downtown, and to reduce leakage to surrounding communities.

#### Land Use Concept

The site is located within the Commercial/Mixed Use area within Map 3 – Land Use Concept plan. This plan sets out the efficient and effective use of the Town's land base at an urban scale, while still retaining its small-town character. A specific section within the Land Use Concept details Commercial areas which indicates that one of the main principles to a complete community is to make sure that there is an appropriate number and diversity of commercial services to serve residents in key locations throughout the community. Specific goals related to reinforcing the downtown as Cochrane's primary commercial area in support of the proposed development include:

- concentrating commercial activities within the downtown lands
- connecting the downtown north and south of the CPR right-of-way with vehicular and pedestrian crossings.

- ensuring that parking requirements allow for innovative commercial uses and structures in the downtown.
- reinforcing and promoting architectural aesthetics that reflect Cochrane's unique natural environment, western heritage, and sense of place.
- requiring all commercial development to be a minimum of two storeys unless appropriate green technologies and practices are implemented.

#### Downtown Area Redevelopment Plan (DTARP) – July, 2005

The purpose of the DTARP is to maintain the viability of the existing downtown area in Cochrane through the following:

- Providing a broad range of commercial, institutional, entertainment, and residential uses.
- Encouraging intensification of land use.
- Encouraging the development of a pedestrian-oriented environment.
- Establishing a strong sense of place that reflects Cochrane's image and identity and small town character
- Continuing to enhance the downtown to make it more hospitable for residents and visitors and make it more prosperous for business owners.
- Encouraging a high quality of design for all developments.
- Protecting significant historic resources.

The DTARP forms the background for the proposed Springwood Development as most of this site is within the Plan Area (Map 1) identified within the DTARP which identifies direction for both new development and redevelopment within the downtown plan area boundaries. A part of the Springwood site is not within the Plan Area therefore these policies do not apply to it.

Specifically Character Areas 4, 5 and 6 (Map 2) apply to portions of the Springwood Development site.

#### Character Area 4 – Carmack Site

The goal of this character area is for a new commercial area with a wide range of uses and a strong pedestrian focus and a "sense of place".

#### Character Area 5 – Grande Boulevard

Character Area 5 comprises land fronting onto Grande Boulevard. This Boulevard has potential to be developed as a second "Main" Street and will link to the old downtown by a pedestrian crossing at the northern terminus of the boulevard.

#### Character Area 6 - Shopping Centres

This area is made up of existing shopping centres with large areas of surface parking. Additional shopping centres to fulfill the needs of the Town's growing population may be located in this area.

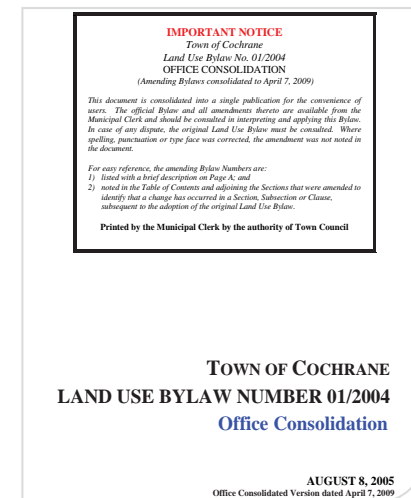
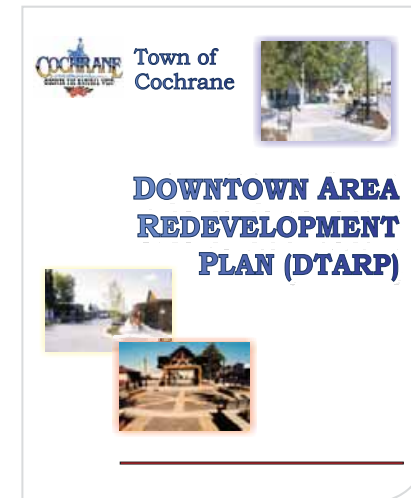
In the northwest consideration may be required in order to relax parking requirements for restaurant and restaurant patios in order to accommodate the density and streetscape necessary to create the mixed use model described.

**Map 3** – Land Use of the DTARP identifies the site for residential, commercial, shopping centre commercial and restricted development area with an extension of Bow Street and Grande Boulevard. Commercial and Shopping Centre Land Use policies provide direction for development in the downtown which encourages a range of uses that promotes the downtown as the heart of the community. An attractive urban environment and well designed streetscapes and buildings are an important part of the policy. In particular, site subdivision and development may not occur on this site until remedial action to clean up contaminated soil has been completed to the satisfaction of the Town of Cochrane and Alberta Environment. In addition, due to soil contamination, only private parking lots and private amenity open spaces will be permitted to be developed on the area identified as Restricted Development Area until such time as the site has been remediated to the satisfaction of Alberta Environment and the Town.

Residential Land Use is encouraged within the downtown to provide a more diverse, active and integrated downtown.

### **Town of Cochrane Land Use Bylaw (LUB)01/2004 – August, 2005**

The Town of Cochrane LUB suggests the following Land Uses for the Springwood Development Site - primarily C-SC Shopping Centre district, a part of the site CB Central Business district, with a Special Parking Zone Overlay applied over a portion of the site. The purpose of the C-SC district is to provide for a range of commercial, entertainment and professional office development in a comprehensively planned shopping centre environment. The purpose of the CB district is to provide for pedestrian-oriented commercial developments serving the Town and surrounding rural areas. These uses will promote the downtown as a primary area of community social interaction and a focus of civic and cultural identity. Section 11.14.1 of the LUB specifies particular requirements for the development of contaminated lands which would be applied to the Springwood Development site.



## 5

# VISION & OBJECTIVES

## The vision

The overall vision for the site is of:

**'An attractive new shopping area that integrates with, and contributes to the success of, the wider downtown of Cochrane. The retail-led development will also include some housing and community facilities, for example, a community arts centre.'**



## Objectives

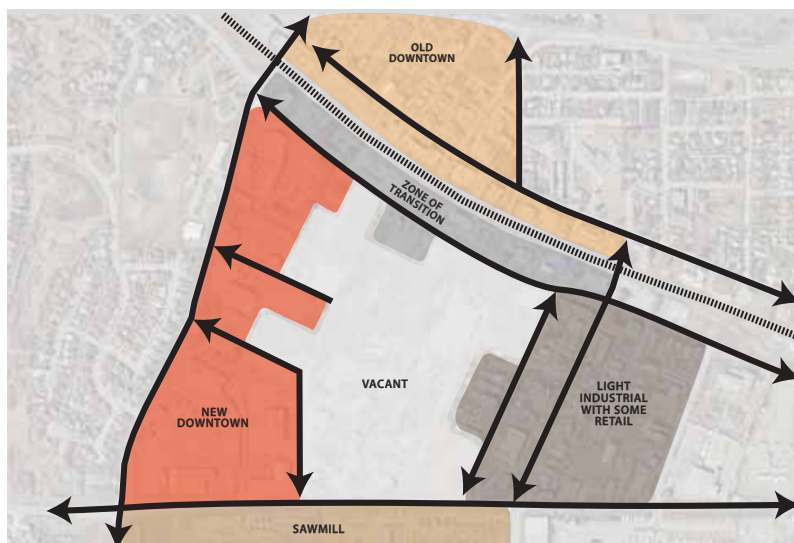
The overall planning and development objectives for the site are to:

- Create a development that is financially viable for the developer and contributes to the success of the Town;
- Create a retail-led development that incorporates a range of different sized stores, but also include other uses such as housing and community facilities in the north-west corner of the site;
- Capitalize on the site's location within downtown and ensure it integrates with, and connects to the rest of the downtown;

- Ensure a suitable transition in the overall footprint and scale of buildings, with smaller buildings located in the northern portion of the site and larger buildings situated in the central and southern portions;
- Create a visually attractive development with a distinct sense of place that builds on the success of old downtown; and
- Capitalize on the enhanced connectivity that the extension to Centre Avenue will give the site, and ensure that this connection provides safe and easy movement for cyclists and pedestrians as well as motorists.

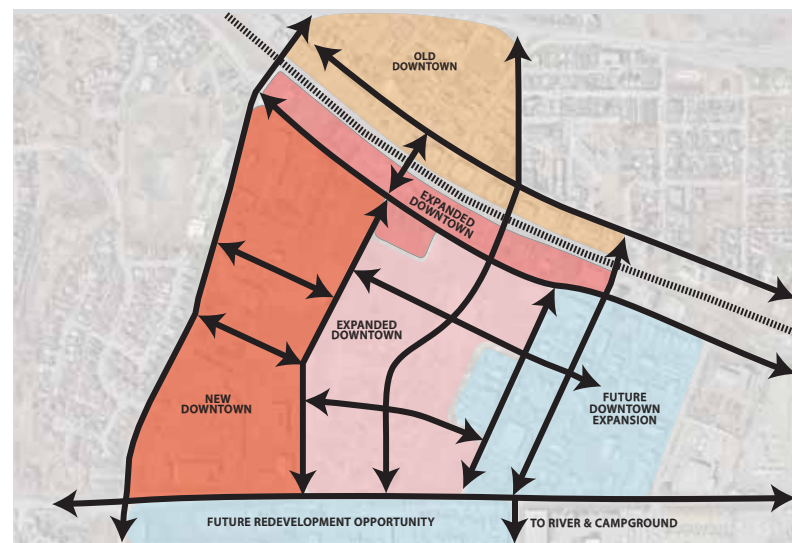
(Amended Jan 2016) Create a retail led development that incorporates a range of different sized retail spaces, but also includes some other uses such as housing and offices located above the ground floor in the northwest corner of the site.





#### EXISTING SITUATION

- Fragmented downtown
- Significant development opportunity
- Poor connectivity
- Physical and psychological barrier effect of railway line and zone of transition



#### FUTURE VISION

- Integrated downtown
- New retail-led, mixed use development
- Enhanced connectivity for all modes of movement
- New linkages and active uses to reduce barrier effect
- Potential future redevelopment opportunities resulting from expanded downtown

## 6

# PLANNING & DESIGN FRAMEWORK

## Planning and design framework

The planning and design framework sets out a broad design strategy for the future redevelopment of the site. It gives a spatial expression to the design and development aspirations for the site and creates a framework within which to develop specific proposals. The framework takes into account the overarching planning and development objectives and more detailed design principles identified earlier in this document.

The planning and design framework establishes:

- The overall layout of the site,
- The way the site relates to neighbouring uses and the wider downtown area,
- The broad disposition of different uses,
- Building design guidelines and the location of active frontages,
- The location of primary connections, and
- The overall design intent for the public realm.

Figure 7 illustrates the overall layout of the site, including the location of new buildings and connections. It highlights:

- A transition in the overall size and scale of buildings, with smaller buildings located in the northern portion of the site closer to old downtown and larger buildings situated in the southern portion.

- The intention to create a mixed-use district in the north-west corner of the site. The area could include ground floor retail uses with residential above. There is an opportunity to incorporate a new community arts centre, with an accompanying plaza space.
- The location of a grocery store with additional small retail units in the north-east corner of the site.
- The location of larger format retail stores towards the centre of the site.
- The location of small and medium sized retail stores in the area immediately north of Griffin Road.

(Amended Jan 2016) The area could include ground floor retail uses with residential and offices above. The Arts Centre and plaza space will not be included on this portion of the site.





## KEY

- 1 Mixed-Use District (including retail, residential & arts centre) As amended in Appendix B Jan 2016
- 2 Potential Plaza Space (as Amended in Appendix B Jan 2016)
- 3 Retail, including grocery store
- 4 Larger format retail stores
- 5 Small-medium sized retail units

↑ Figure 7: Planning and design framework

## Land uses

Figure 8 illustrates the broad disposition of uses across the site. It is recognised that the exact location and size of individual building footprints will vary. However, the aim of the planning and design framework is to establish the location, in broad terms, of different uses and spaces.

Figure 8 highlights:

- The opportunity to create a mixed-use district in the north-west corner of the site, comprising mixed-use buildings with retail on the ground floor and residential units above. There is the potential for this area to be anchored by a community arts centre and focused around a high-quality pedestrian friendly street and plaza space;
- The location of a grocery store in the north-east corner of the site. The location of this store close to the mixed-use district will serve the new residential units as well as the wider town;
- The siting of two large format stores towards the centre of the site. There is the opportunity for small retail units to wrap around the sides of the large format stores (depending on their size), or be located around the perimeter of the parking lots; and

- The location of a number of small and medium sized stores in the area immediately north of Griffin Road. There are opportunities within this area to create small outdoor seating areas that create focal points to the development. These seating areas could be located to the front or side of the buildings.

(Amended Jan 2016) The opportunity to create a mixed use and retail district in the northwest corner of the site, comprising of different sized retail spaces and some mixed use buildings with retail on the ground floor and residential and/or office above. The Arts Centre and plaza space will not be included in the northwest corner. This site will be focused around a pedestrian friendly streetscape with a strong landscaping presence through the east west connection on the site, which will also include an intimate gathering, similar to other spaces in the Quarry.



- ↑ Within the mixed-use district there are opportunities for mixed-use buildings with ground floor retail and residential office above. (Amended Jan 2016)



- ↑ The mixed-use district should be pedestrian friendly





Figure 8: Land uses

## Building design and active frontages

### Architectural style

- The style of the buildings on the site should be in-line with the Western Heritage Design Guidelines (November 2000). The guidelines are intended to recognize the importance of Cochrane's heritage and ensure it is reflected in new buildings. However, while Western Heritage provides a suitable context for Cochrane's design guidelines, the document emphasizes that the Town should not be saturated with cowboy or ranch imagery.

### Building elements

- Elevations* – that are blank and clad in a single material will not be permitted where they are visible from the public realm. Elevations of any significant size should be broken down through a combination of window openings, projections and recessions, and the use of different materials. The base, middle and top of the building should be clearly expressed through the use of materials and the design of architectural elements.
- Entrances and access* – store entrances should be clearly expressed through appropriately designed canopies and signage, and designed for universal accessibility. Level changes from the sidewalk to entrances should be minimized to allow easy access for wheelchair users and people using baby strollers.
- Awnings and canopies* – awnings and canopies are encouraged and should be mounted within the first floor of a building; be designed to reflect the building's architectural style, giving consideration to integrating signage and lighting; and have supports that are slender, attractive and located to minimize impact on pedestrian movement. Awnings and canopies can be decorative architectural features, and also where appropriate can be functional to provide pedestrian protection from inclement weather. Transparent canopies could be used on the north elevation of buildings to offer more direct light to the sidewalk.



- ↑ Elevations should be broken down through a combination of window openings, projections and recessions



- ↑ Awnings and canopies provide protection from the weather and can enhance the appearance of store fronts

- *Signage* – signs are to be designed to complement the architecture and scale of the building. The types of signs that are appropriate include: banners; fascia signs; awning signs; canopy signs; window signs; and projecting signs. Signs that are externally lit should have fixtures that are appropriately scaled to the building and the signage. Over-illumination of signage is to be avoided.
- *Windows* – there should be a high proportion of glazing along the facade of the building to ensure communication between the inside and outside of the building. Store front windows should always be transparent; faux glazing is not considered acceptable.
- *Roofs* – flat or sloped roofs are considered appropriate. However, regardless of the roof style the top of the building should be clearly articulated with an appropriate cornice or parapet. Rooftop plant (eg. air conditioning units) should be an integral part of the design to limit its visual impact.
- *Materials* – brick, stucco, stone and timber are considered appropriate wall facing materials. Cladding systems, such as the use of large metal panels, often fail to evoke a human scale and should be avoided. Aluminum, steel and timber are considered appropriate for projects such as colonnades. The range of materials used on any one building should be limited to create a sense of visual unity.



↑ Providing 'spill out' space for produce/flower displays adds interest to store entrances



↑ Building facades should contain a high proportion of glazing



↑ The elevations of large format stores can be successfully broken down with close attention to detailed design



↑ Signage should be appropriately scaled so that it does not overwhelm the facade

### Active frontages

Buildings will play an important role in animating and enlivening the site. In order to add interest, life and vitality to adjacent spaces, building frontages will need to be active. Figure 9 illustrates the location of key active frontages. Creating active frontages means:

- Frequent doors and windows with limited blank walls. Large store windows allowing passers-by clear views inside and enabling communication between inside and outside.
- Articulating facades with awnings, colonnades or other projections that provide a more comfortable threshold in inclement weather and enable uses to overlap onto adjacent sidewalks.
- Providing 'spill out' space along the sidewalk, incorporating outdoor seating for cafes / restaurants or display space (for example, for fresh flowers).
- **Mixed use district - In the mixed-use district there is the opportunity to create a strong street edge that reflects the character of old downtown. Buildings in the mixed-use district will typically have retail at ground floor with residential above. These buildings will play an important role in defining and enclosing a pedestrian orientated street and plaza space. They should be built parallel to the right-of-way with zero set-backs. Building frontage should be continuous, with gaps between buildings kept to a minimum to maintain a sense of enclosure.**



↑ Outdoor seating can help to bring life and activity to public spaces



↑ Continuous building frontages help to maintain a sense of enclosure



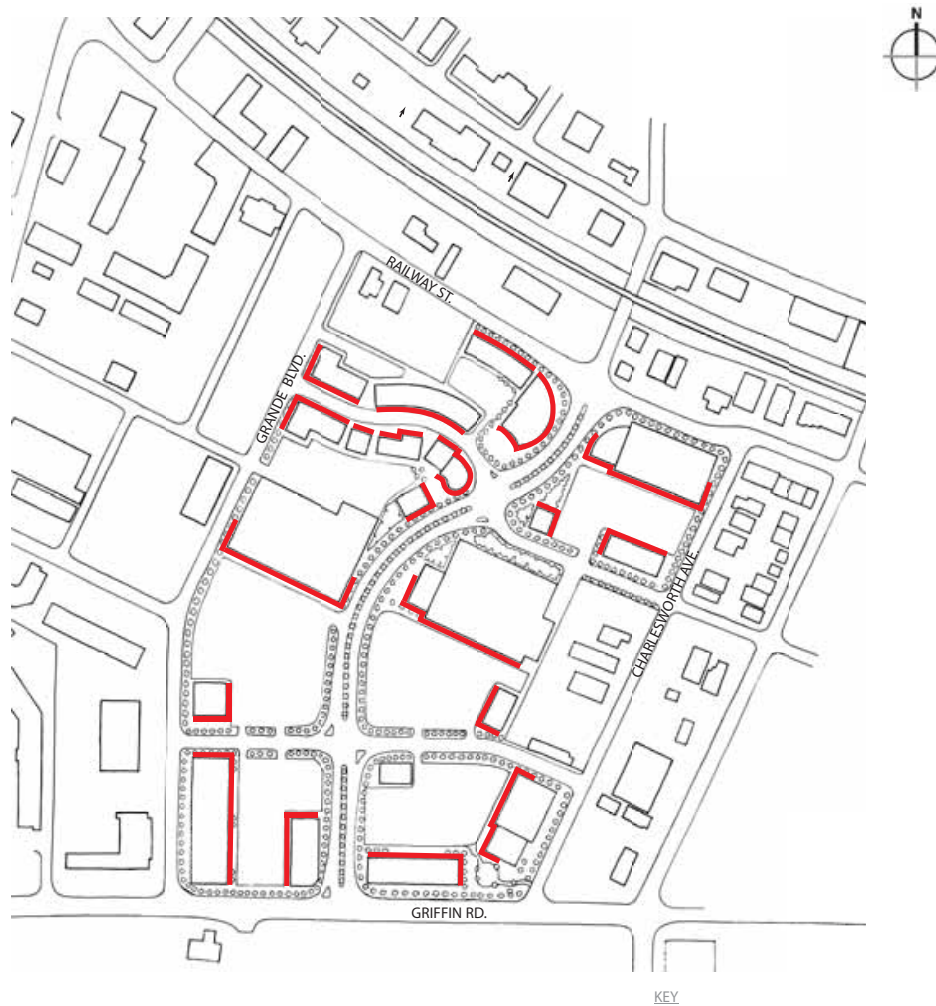
↑ Facades articulated with awnings



↑ The mixed-use district should have a strong street edge that reflects the townscape character of old downtown

(Amended Feb 2016) Mixed Use - Retail District - In the mixed use-retail district there is the opportunity to create a strong street edge along Grande Avenue and portions of Bow Street that reflect the Western Heritage character with retail, office and services on the ground floor and may include residential and or offices above. Architecture in the northwest corner shall adhere to the Western Heritage Design Guidelines and will include western heritage typical materials such as stone, planking, brick, and glass, as conceptually shown in Schedule 'C'. These buildings will play an important role in defining...





Active building frontages are critical in creating a positive and engaging environment that is appealing to pedestrians. It will also be important that the remaining facades contribute to the character and vitality of the site. Design elements including unique architectural features, facade articulation, windows, landscaping and other design elements should be considered to contribute to the pedestrian character of the site. Blank elevations will not be permitted.

↑ Figure 9: Active frontages

## Routes and movements

Figure 10 illustrates the different connections through and around the site, as well as access to loading bays. It highlights:

- Centre Avenue, a new north-south spine road that will run through the site connecting the existing section of Centre Avenue with Griffin Road (more detail on Centre Avenue, which is already being designed, can be found later in this section),
- A new route through the proposed mixed-use district. The intention is for this to become a pedestrian orientated space, which could be closed off to accommodate events / festivals,
- New east-west connections across the site. These connections will carry vehicular traffic, but will be designed to ensure that travel speeds are kept low. These routes will also provide attractive pedestrian connections in the form of separate sidewalks on both sides of these routes,
- The need to improve the pedestrian environment along Railway Street. This will require, as a minimum, the installation of sidewalks and pedestrian orientated lighting. The planting of street trees would greatly enhance this route, reducing its current industrial feel,
- The potential location of a new railway crossing over the CP Railway line, connecting the current plaza space along First Street with Railway Street,

- The completion of Grande Boulevard, which to-date is only partially constructed. This route will carry both vehicles and pedestrians. The design of the street will include separate sidewalks, a feature already evident along the built section of Grande Boulevard.
- Pedestrian / cycle links from the site to the River and campground to the south of the site.
- Access to loading bays associated with the larger format retail stores - it will be important that loading bays are positioned in locations where their visual impact is minimized. Loading bays/service areas will require appropriate screening.

(Amended Jan 2016) An access off Railway Street to the northwest corner of the Quarry, as indicated in Appendix B, is subject to a Traffic Impact Assessment. As traffic needs change in the future, the Town of Cochrane reserves the right to withdraw consent to this access of Railway Street.



- ↑ The street running through the mixed-use district should be pedestrian friendly and have the ability to be closed off to vehicular traffic. The use of pavers will help create a pedestrian friendly feel



- ↑ Centre Avenue and key east-west routes will have separate sidewalks with planted boulevards



Figure 10: Routes and movement

#### Centre Avenue

- Centre Avenue will form the primary connection through the site and will accommodate vehicular traffic, cyclists and pedestrians. It will run north south through the site connecting the current Centre Avenue, north of the railway line, to Griffin Road. The figure opposite illustrates the intended cross section of the road right-of-way. It will include two travel lanes in both directions, a landscaped median, separate sidewalks with planted boulevards and a multi-use trail along the western side of the road right-of-way.

#### Drive throughs

- Drive throughs should be designed as an integral part of the primary building, and should not appear simply as an 'add-on'. The visual impact of drive throughs should be limited through their careful siting.
- Site circulation should be carefully considered and adequate space allowed for queuing traffic waiting to be served. Queuing traffic should not interfere with pedestrian movement or back out onto adjacent streets.

#### Service areas

- Service areas should be designed as an integral part of the overall site / building design and not regarded as an after-thought. Care should be taken to suitably screen service areas so that they are not visible from surrounding public areas or adjacent streets. Materials used for solid screen walls should be similar to those used on the building's exterior.





## Public realm design

### Design intent

Redevelopment of the site has the opportunity to create a unique shopping area that integrates with, and contributes to the overall success of, downtown Cochrane. The design of the public realm will be important in achieving this. Therefore, consideration should be given to the following aspects:

- Safe and efficient access and circulation for all users with a focus on connectivity.
- Thoughtful integration and balance of function (signage, circulation, access points, gathering spaces, site furniture) and form (hard and soft design elements including walls, monuments, special pavements, and plants).
- Reduction of the heat island effect through use of foundation, transitional, and parking lot landscape.
- Creation of a streetscape experience consistent with the old downtown.
- Design that respects and reflects the Town of Cochrane's unique character, seamlessly integrating with the existing downtown.
- Provide a destination point with meaningful connections to bring users to the site from the broader community.

### Circulation and connectivity

- Enhance the pedestrian experience while maintaining a safe and efficient vehicular traffic flow by utilizing landscape buffer zones for both

functional and aesthetic purposes adjacent to streets.

- Create defined pedestrian links between commercial spaces adjacent to and in close proximity to primary street frontages and parking areas in order to promote synergy between businesses and patrons.
- Create safe pedestrian connections across Centre Avenue to establish a relationship between both sides of the corridor with the use of strategically placed crosswalks and defined routes to them.
- Provide bicycle-friendly connections to and within the development with dedicated areas for bike storage.

### Hard landscape elements

- Create public gathering spaces which will be extensions of and integrate with adjacent commercial uses. These designated areas may include special pavements, site furniture, water features, public art display, shelter options, and seating opportunities.
- Design and use of special pavements and hardscape materials in between and around buildings to add visual interest, define distinctive spaces and create a more aesthetic experience for the user.
- Placement of consistent site furniture such as benches, trash receptacles, and bicycle racks throughout the project that complement existing standards in downtown Cochrane.



↑ Clearly defined pedestrian crosswalks should be provided



↑ Dedicated areas for bicycle storage should be provided throughout the development



Figure 11: Public realm plan



#### KEY

- 1 Pedestrian friendly street
- 2 Potential plaza space Potential informal gathering space (Amended Jan. 2016)
- 3 Potential informal gathering space
- 4 Boulevard planting
- 5 Landscape screening
- 6 Parking lots containing direct pedestrian connections

### Streetscapes

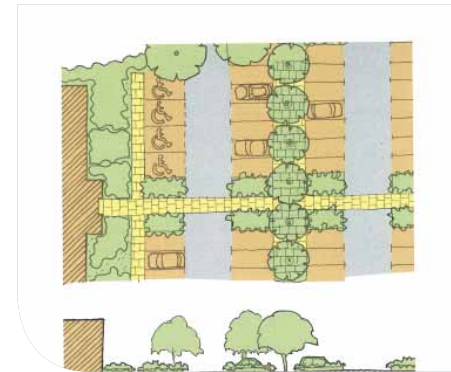
- Centre Avenue shall be designed to promote safety between vehicular and pedestrian uses by allowing for separate sidewalks on either side of the road with planted boulevards.
- Centre Avenue (from Griffin Road to Railway Street) shall be designed to accommodate a landscape median suitable for healthy tree growth.
- Streetscape components including monummentation and landscape will be designed and deliberately located to maintain visual sight lines in order to promote safety and support marketing opportunities.
- Use of special design features at key intersections and entry points. These areas may be defined by special monummentation, hardscape treatments, accent plant species, and/or upgraded lighting options.
- Use of a common street tree species along the Centre Avenue frontage with a second accent species at intersections to create a consistent landscape theme and identify entry and exit points. A third species may be considered for the landscape median.
- Cross streets (including the road connection through the proposed mixed-use district) shall maintain a consistent streetscape theme with Centre Avenue including separate sidewalks and continuous street trees on both sides of the road. The east frontage of Grande Boulevard should display similar streetscape characteristics.

### Soft landscape and irrigation

- Design of planter space adjacent to buildings (foundation planting) in order to soften hard edges and integrate landscape into building elevations. The use of trees, vines, and other tall plant species should be considered in these areas to minimize and break up large building facades.
- Provide landscape buffers between sidewalks / paths and parking lot drive aisles to create a separation of uses between pedestrians and automobiles and promote safe circulation.
- Create enhanced landscape features at focal areas such as entry points and gathering spaces. These could be in the form of 'landscaped pods', and may include accent plant species, greater planting density, and/or seasonal flowers.
- Provide landscape parking islands that are placed on average, to one double wide island for every 20 stalls per parking pool. Islands shall be a minimum width to accommodate trees and promote root growth.
- Provide landscape screening along street frontages that are adjacent to parking areas.
- Provide sidewalks and associated landscape through parking areas to encourage safe and efficient pedestrian movement.
- Specification and use of native, regional-adapted, and low water-use plant species to create a more "naturalized" landscape that requires less maintenance and protect against invasive plant species.



↑ Landscape buffers between sidewalks and parking lots improve the pedestrian experience



↑ Separate pedestrian connections, with associated landscaping, should be provided through parking lots  
Source of image: *Urban Design Compendium* (2000)



(Amended Jan 2016) A strong landscaping presence is required on the through street in the northwest portion of the Quarry. There shall be trees on both sides of the street, however, they will be placed not to interfere with the site lines of the proposed development.

- Manicured sod to be used only in accent areas or along street frontages to enhance visually prominent areas.
- Potential use of decorative grates to accommodate trees within hardscape areas.
- The integration of boulders, river rock, and/or rip-rap in natural patterns is encouraged to enhance the landscape as well as control erosion in areas of water conveyance.
- Sign and monument elements shall be designed to a pedestrian scale consistent with the downtown context. Pylon signs are acceptable, but the number, scale and design should consider the objectives of creating a distinctive sense of place and integrating with the Downtown. Alternative forms of signage are encouraged.
- Signage shall be strategically located to maintain site lines clear of visual obstructions.

#### Tree planting

- Trees will be an important part of the landscape structure of the site. Planting will take place in street boulevards, tree pits and planters.
- Suitable tree species must be approved by the Town and could include: "Patmore" Green Ash, Amur Cherry and Ussurian Pear. Other possibilities, depending on situation, are Bur Oak, Linden, Mountain Ash and Japanese Tree Lilac.
- Tree planting should follow the Town's standards. Generally, trees should be located in sufficient soil, whether located in open soil or trenches / crates.

#### Signage and monumentation elements

- Signage design and placement at strategic locations to bring users to the site.
- Design of signage and monumentation shall compliment and serve as an extension of the building architecture by incorporating consistent materials and colours.



- ↑ Suitable tree species for planting in tree pits and planters include, "Patmore" Green Ash, Amur Cherry and Ussurian Pear



- ↑ Alternative, pedestrian-orientated forms of signage are encouraged.



- ↑ Signage shall be designed to a pedestrian scale

### Lighting

- Selection of streetlights, parking lot lights, and pedestrian scale fixtures that match existing standards in downtown Cochrane and provide safety for users.
- Provide soft lighting for signs and monumentation.
- Accent lighting for focal landscape areas and gathering nodes shall be considered.
- Lighting shall conform with the Town's policy on Dark Sky Lighting.

### Future development

Figure 12 illustrates how further development could be incorporated on to the site if conditions relating to the site change. Reduced parking requirements and/or environmental changes (relating to the SMA) could mean that further land is available for future development.



↑ Figure 12: Infill plan

## 7

# CONCLUSION & NEXT STEPS



This report provides a planning and design framework to guide, shape and inform the layout and design of proposals that come forward as part of the redevelopment of the former wood-preserving facility within the downtown area of Cochrane. The document was prepared based on the outputs of a two-day collaborative workshop that involved staff from the Town of Cochrane, Springwood Land Corporation, Hodgson Schilf Architects, and representatives from the Arts and Culture Foundation of Cochrane was facilitated by Urban Systems.

The planning and design framework gives a spatial expression to the design and development aspirations for the site and creates a framework within which to develop specific proposals over the longer term. It sets an overall vision for the site and how it should integrate with the broader downtown. It also establishes:

- The overall layout of the site (in broad terms),
- The way the site relates to neighbouring uses,
- The broad disposition of different uses,
- Building design guidelines and the location of active frontages,
- The location of primary connections, and
- The overall design intent for the public realm.

In terms of next steps:

- The draft report will be presented to Council for consideration of approval. Once approved, it will be finalized and any required amendments made.
- Consideration should be given to a public information session to share the planning and design framework with the general public. In addition, continued communication with the public regarding the remediation process and future proposals for the site will be important.
- Springwood Land Corporation, Town of Cochrane and the Arts and Culture Foundation of Cochrane to continue to work together to identify a future Arts Centre location.
- There should be continued collaboration between the Town of Cochrane and Springwood Land Corporation to advance plans and proposals for the site.
- The detailed design of key public realm / infrastructure projects (eg. Centre Avenue) should continue to be advanced.







# APPENDIX





# AGENDA

- |                               |               |
|-------------------------------|---------------|
| - INTRODUCTIONS               | 9:00 - 9:15   |
| - BACKGROUND                  | 9:15 - 10:15  |
| - BREAK                       | 10:15 - 10:30 |
| - SITE ANALYSIS               | 10:30 - NOON  |
| - LUNCH                       | NOON - 1:00   |
| - TOUR                        | 1:00 - 2:30   |
| - OPPORTUNITIES + CONSTRAINTS | 2:30 - 3:30   |
| - BREAK                       | 3:30 - 3:45   |
| - VISION + PRINCIPLES         | 3:45 - 5:00   |
- 
- |                                 |             |
|---------------------------------|-------------|
| - DEVELOPMENT FRAMEWORK OPTIONS | 8:00 - NOON |
| - WORKING LUNCH                 |             |
| - DESIGN ELEMENTS               | NOON - 4:30 |
| - SUMMARY + NEXT STEPS          | 4:30 - 5:00 |



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## GROUND RULES

- BE RESPECTFUL OF OTHERS
- BE WILLING TO LISTEN + CONSIDER OTHER PERSPECTIVES.
- BE WILLING TO SHARE
- BE PATIENT WITH THE PROCESS
- ONE PERSON TALKING AT A TIME

## SITE HISTORY + CONTEXT.

- SIGNIFICANCE OF THE SPECIAL MANAGEMENT AREA (SMA) (SUBDIVIDED OUT.)
- REMEDIATION TAKING PLACE ONSITE
- SPRINGWOOD - ONE OWNER
- LAND USE SUPPORTING LARGE FORMAT IN PLACE
- OPPORTUNITY FOR RESIDENTIAL ABOVE GROUND FLOOR RETAIL AT THE N END.
- AGREEMENT TO CLEAN UP SITE IN EXCHANGE FOR TOWN CONSTRUCTING CENTRE AVE.
- APPROVAL FROM ALBERTA ENVIR. TO BUILD SOME COMMERCIAL ON SMA.

## POLICY CONTEXT

- SMALL TOWN CHARACTER
- SHOP LOCAL PHILOSOPHY
- SIGNIFICANCE OF ARTS/CULTURE COMMUNITY
- IMPORTANCE OF CONNECTIVITY (VARIETY OF MODES<sup>(N-3)</sup>)
- DIVERSITY OF COMMERCIAL OPPORTUNITIES
- DOWNTOWN AS THE COMMERCIAL CORE
- C-SC ZONE DESCRIBES COMPONENTS OF PLAN
- POLICY SUPPORT FOR LARGE FORMAT RETAIL.
- DARP
  - PEDESTRIAN ORIENTATION
  - WIDE VARIETY OF USES
  - CONNECTIVITY
  - GRAND BLVD - LINKAGES/PEDESTRIAN ORIENTED CONNECTIONS
  - IMPORTANCE OF URBAN DESIGN.
  - PEDESTRIAN + VEHICULAR CONNECTIONS
- WHDG'S.
  - ENCOURAGE WESTERN HERITAGE CHARACTER
  - SHOULD NOT BE SATURATED WITH COWBOY + RANCH IMAGERY.
- SIGNIFICANCE OF CENTRE AVE.
- GUIDANCE WITH FLEXIBILITY

## ENVIRONMENTAL CONSIDERATIONS

- CONTAMINATION BEYOND STUDY AREA
- EXCAVATED CONTAMINATED SOIL + CLEANING ON SITE + RE-USED ONSITE (PAVING.)
- SITE MEETS COMMERCIAL STANDARDS EXCEPT PORTIONS OF SMA
- WATER CONTAMINATION AN ISSUE — SOURCE OF CONTAMINATION REMOVED
- PLUME IS NOT MIGRATING
- MAY REQUIRE ADDITIONAL SOIL REMEDIATION AT N END.
- APPROVED BY AB ENV, CALGARY HEALTH, OTHERS<sup>STRATEGY</sup>
- SPRINKWOOD RESPONSIBLE FOR LONG-TERM MONITORING.
- EXPECT TO FINISH ONSITE THIS FALL.



## OPPORTUNITIES + CONSTRAINTS

- CNK USES / ATTRACTIONS LOCATED WITHIN CLOSE PROXIMITY OF SITE
- ANOTHER N-S CONNECTION (CENTRE)
- ADDITIONAL RAILWAY CROSSING
- PRESENCE OF EXISTING RETAIL
- TRANSIT HUB
- CONNECTIONS
- FILLING IN THE HOLE IN THE DONUT
- PEDESTRIAN LINK BETWEEN OLD + NEW
- CAPITALIZE ON ALTERED ROAD PATTERN.
- ENHANCED PERMEABILITY THROUGH/TO THE SITE.

(2)

- RESIDENTIAL INTENSIFICATION TO SUPPORT COMMERCIAL USES
- WAYFINDING EXERCISE + OPP'S
- EXTENSION OF "ARTS WALK"/DISTRICT ACROSS TRACKS TO GRAND BLVD.
- CENTRALIZE CULTURAL FACILITIES AROUND ARTS CENTRE/"PLAZA ST". (OPP TO CREATE PED ONLY EVENT SPACE)
- CREATE ADDITIONAL RETAIL SPACE (+ ASSOCIATED TAX REVENUE)
- CATALYST FOR ADDITIONAL DEVELOPMENT.
- SUPPORT CONTINUED TRANSITION OF LIGHT IND. AREAS.
- STRENGTHENING RETAIL AREA + REGIONAL DRAIN / TRADE AREA.
- ECONOMICALLY VIABLE FOR TOWN + DEV.

- (3)
- PEDESTRIAN ORIENTED CHARACTER OF THE "N" END.
  - REMEDIATION TIMING - WINDOW TO CLEAN UP
  - SHARED PARKING.
  - INFLUENCE CHARACTER OF PARKING.
  - BLENDING CHARACTER BETWEEN N+S

## CONSTRAINTS

- WITHOUT  
- PEDESTRIAN LINK BETWEEN N+S  
COMPRMISE POTENTIAL.
- CURRENT LAND USE BYLAW  
IN RELATION TO LIGHT INDUSTRIAL AREA.
- INTERSECTION SPACING ON CENTRE AVE.
- BALANCE OF SPACE (WIDTH) BTWN GBT  
CENTRE TO ACCOMMODATE LARGE FORMAT.
- SMA REQUIREMENTS
- RAILWAY NOISE IMPACT TO ARTS CENTRE
- CHALLENGE TO MIX RES + PERFORMANCE  
THEATRE
- LIMITED ABILITY TO ACCOMMODATE RES.
- LOADING TO ARTS CENTRE
- ORIENTATION OF EXISTING BUILDINGS  
FACE AWAY



- (2)
- FLEXIBILITY OF PROPOSED TENANTS  
(RESTRICTIVE COVENANTS) ANCHOR  
FACADE TREATMENT  
PARKING RATIOS.
  - WALKABILITY/PED ORIENTATION IN  
THE S END.
  - COMPATIBILITY OF USES AT N END (GIVEN  
EXISTING ZONING)

## KEY WORDS/ PRINCIPLES . ONE CENTRE

- CONNECTIVITY
- TRANSITION BTWN SITE + CONTEXT  
+ W/1 SITE (N+S)
- BLENDING
- FUNCTIONAL - NEEDS TO WORK FOR TENANTS  
+ CONSUMERS
- SHOWCASE FOR COHRANE/DEVELOPER.
- WALKABILITY
- LONG TERM SUCCESS
- URGENCY/TIMING.
- PLACEMAKING - QUALITY PUBLIC REALM.  
(BUILD ON EXISTING SUCCESS DOWNTOWN)
- PERMEABILITY.
- MIXED USE NW CORNER
- UNDERSTANDING + RESPECTING THE BROADER  
CONTEXT.
- INTERACTION

(2)

- QUALITY APPEARANCE + DESIGN
- SUSTAINABILITY. - MODEL SMALL TOWN
- LARGE FORMAT RETAIL ANCHORS

## ARTS CENTRE

- CENTER FOR MORE THAN ARTS  
EDUCATION, PERFORMING ARTS, ETC.
- FEASIBILITY STUDY UNDERTAKEN
- ABLE TO SUPPORT ARTS CENTRE B/C OF LOCATION +  
"TRADE" AREA
- 400 SEAT THEATRE (FLEXIBLE SPACE.)
- COMMUNITY CULTURAL CENTRE
  - PARTNERING WITH OTHER ORGANIZATIONS
  - MULTI PURPOSE
- REQUIRES 46,000 SF + 300+ PARKING SPACES.  
PUBLIC PLAZA POTENTIAL
- NEED TO CONFIRM LOCATION + CHARACTER/VISION  
TO BUILD MOMENTUM.

## ARTS NEEDS

- ACCESS
- PLAZA SPACE - GATHERING SPACE - DISPLAY SPACE  
- ACTIVE AREA
- PEDESTRIAN CONNECTION
- +/- 2.5 ACRES. (1.5 PLAZA + BLDG)
- SIZE + ORIENTATION
- OPPORTUNITY FOR EXPANSION
- PARKING. (BORROWED / SHARED / STREET.)
- VISIBILITY
- FINDABILITY
- PROXIMITY TO COMPLEMENTARY USES  
(RESTAURANTS, SHOPPING, COFFEE, ETC.)



- INTEGRATE NATIONAL + LOCAL TENANTS<sup>(2)</sup>
- UNDERSTAND INTENT/CONTEXT OF RES. (IE. PERFORMING ARTS - NOISE, PARKING)
- PROXIMITY/EASE OF ACCESSIBILITY TO OUTDOOR SPACE
- MATURING RES. MARKET.
- PROXIMITY TO SERVICES + AMENITIES.

## MIXED USE NEEDS

- STOREFRONT. STREETSCAPE
- "HIGH STREET"
- ON STREET PARKING
- INTEGRATED WITH ARTS CENTRE
- 150-200 RES. UNITS. (ABOVE GROUND FLOOR COMMERCIAL)
- ONSITE PARKING BEHIND
- PROXIMITY TO SERVICES + AMENITIES.
- OPPORTUNITY TO TEMPORARILY CLOSE STREET FOR EVENTS.
- QUALITY PUBLIC REALM
  - WIDE S/W'S
  - ~~SMALL~~ NETWORKS
  - PUBLIC ART DISPLAY.
- DISTINCTIVE
- PEDESTRIAN SCALE (SENSE OF ENCLOSURE)
- CONNECTION TO DOWNTOWN (VEHICULAR + PED.)

## DESIGN ELEMENTS

### ARCHITECTURAL CHARACTER.

- KEY GUIDELINE DIRECTIVES.  
SOME FLEXIBILITY.
- DIRECTION REQUIRED

## ISSUES/OBSERVATIONS

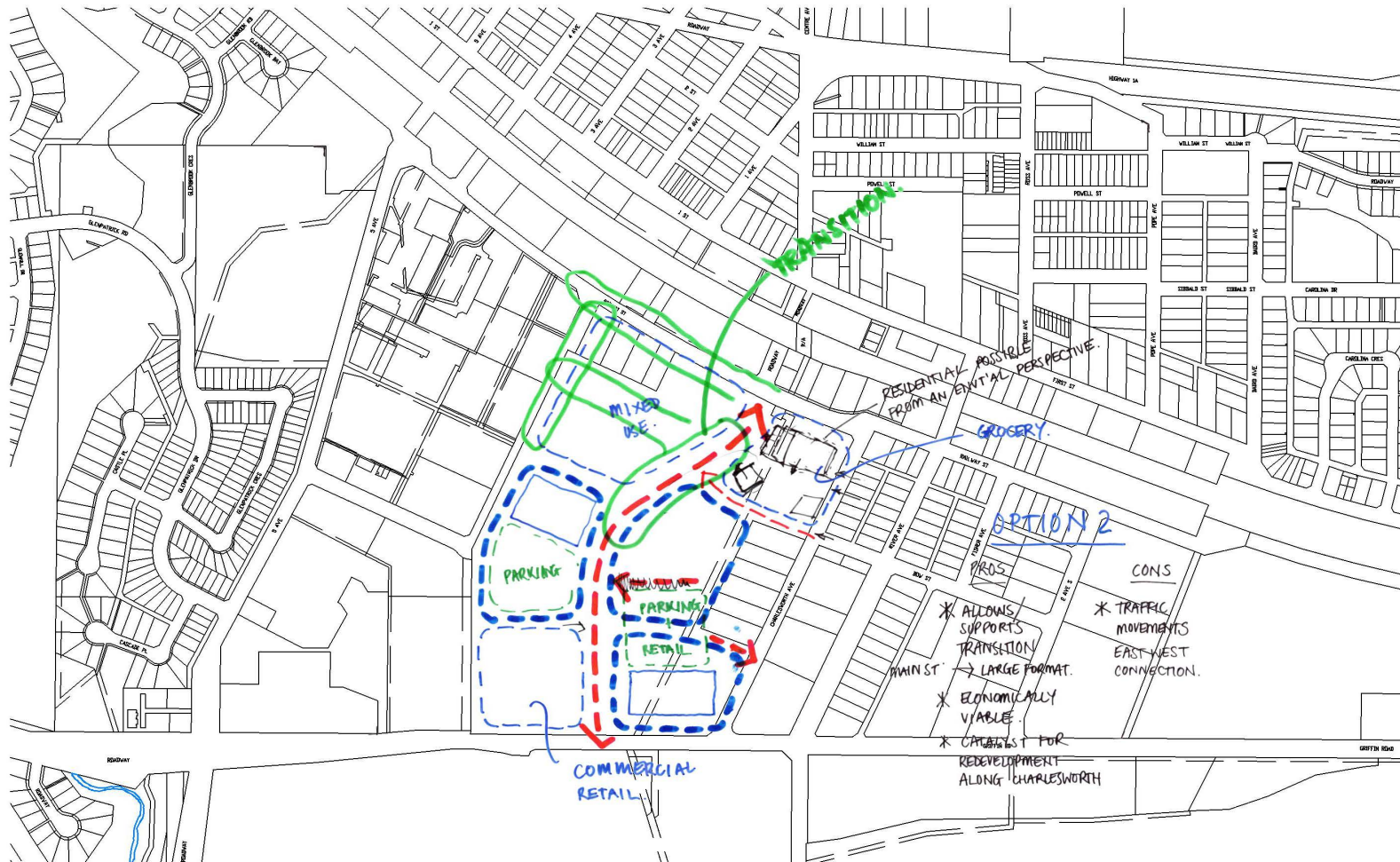
- CLARIFY FRAMEWORK/CONSTRAINTS/OPPORTUNITIES
- "DOWNTOWN" EXTENTS/CHARACTERISTICS
- TIMING.
- GRAND BLVD - ROLE?
- CENTER AVE - SIGNIFICANCE
- TRANSIT ORIENTED DEVELOPMENT POTENTIAL
- <sup>SHARED</sup> PARKING OPPORTUNITIES. (SYNERGIES)



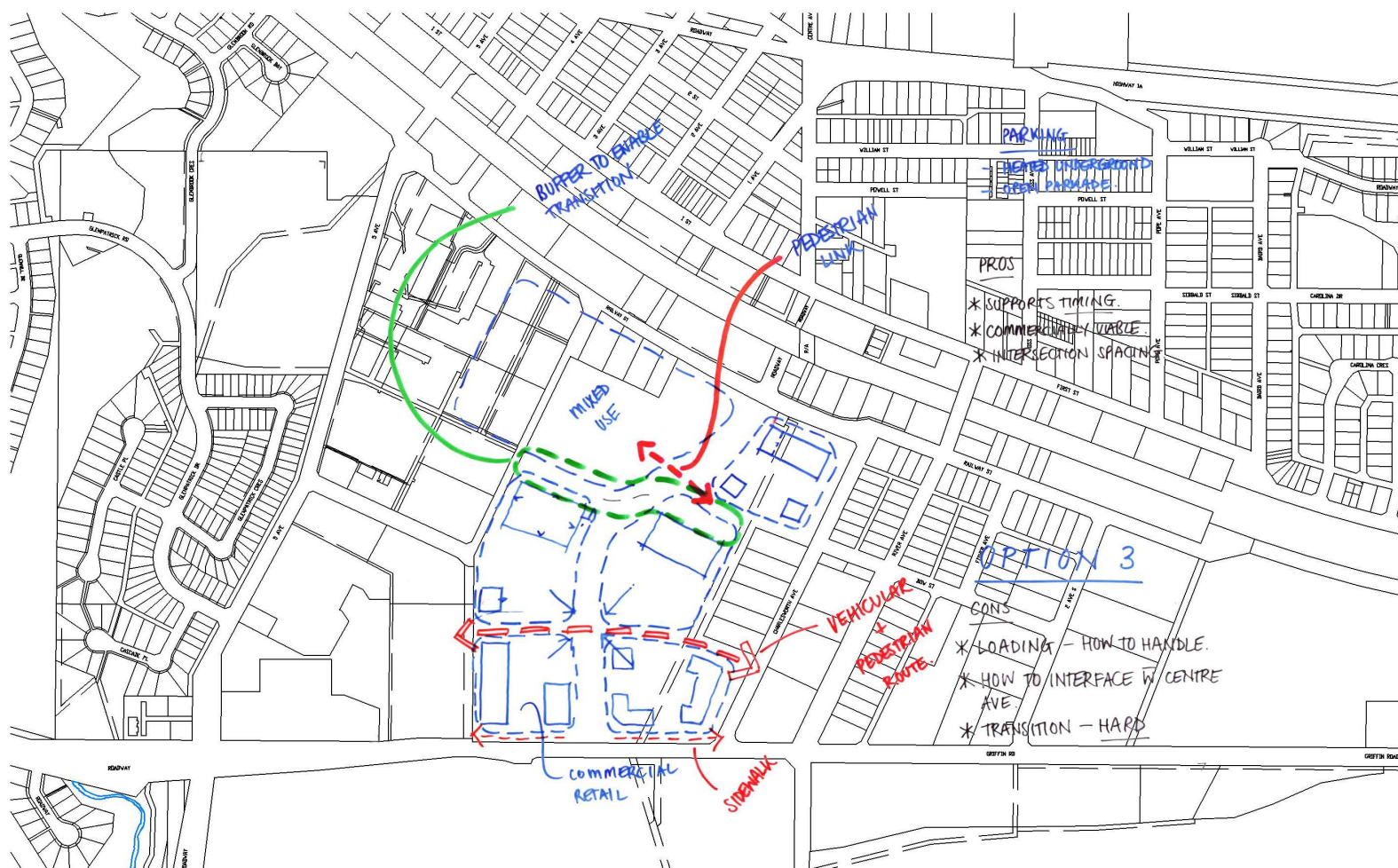


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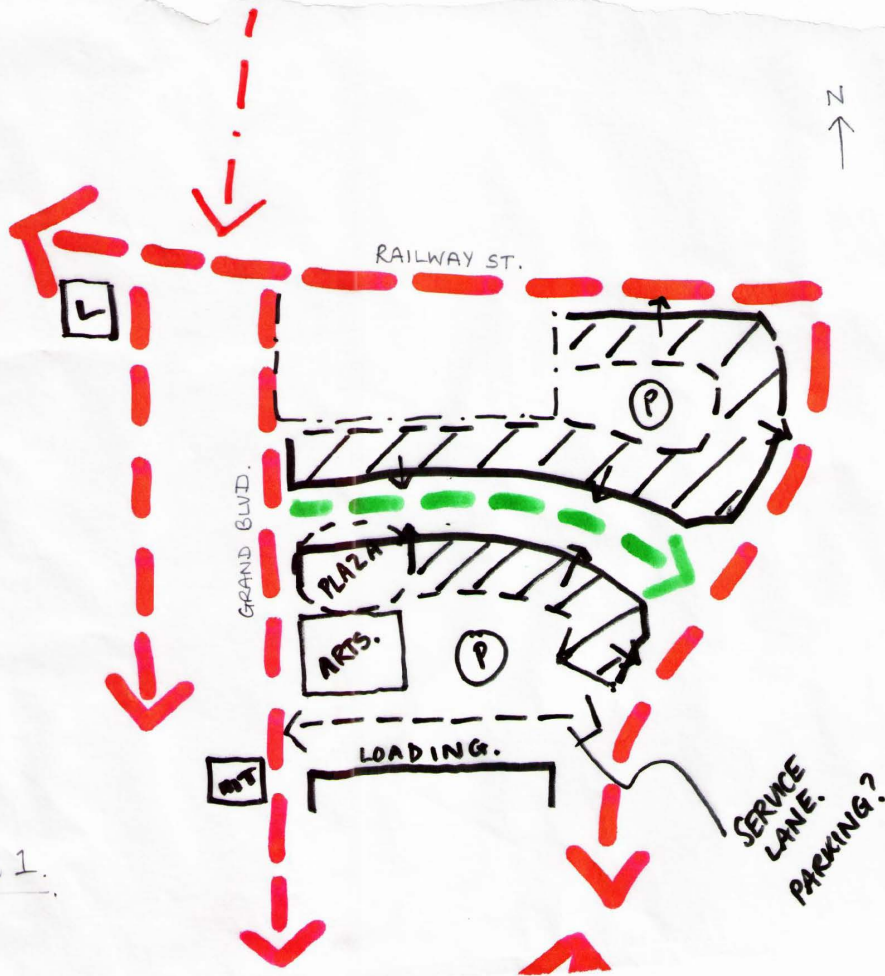




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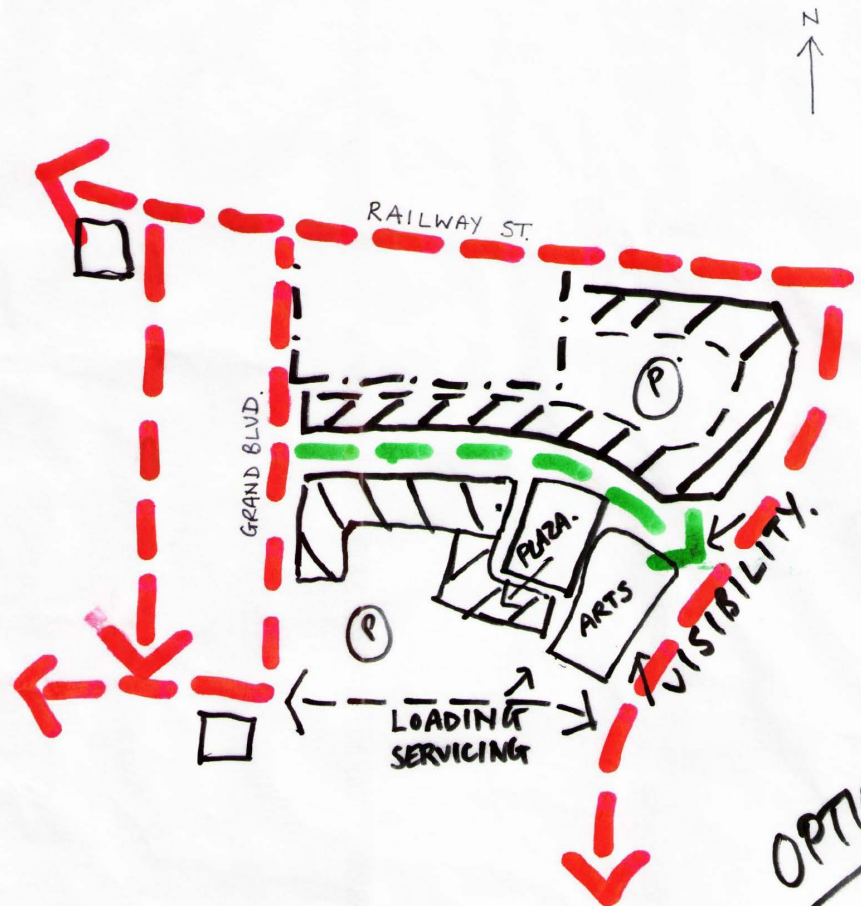
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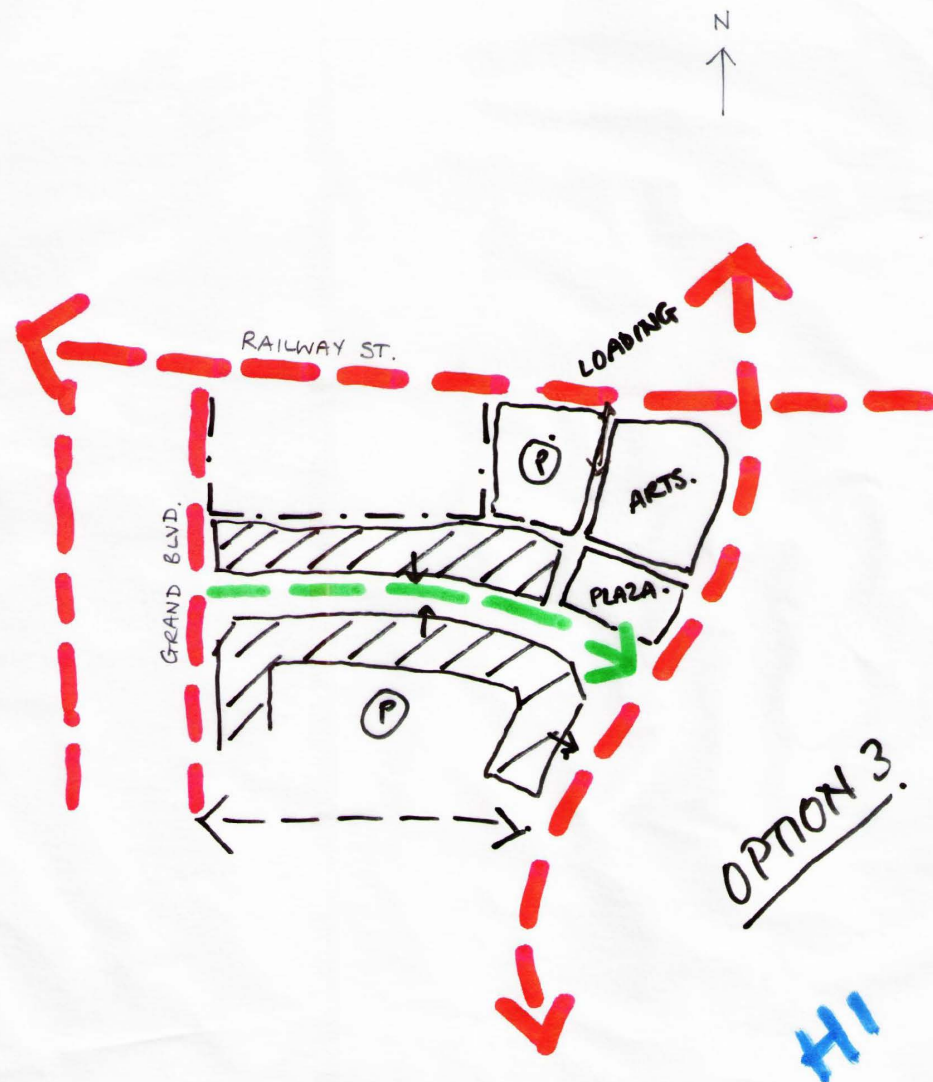
OPTION 1.

H3

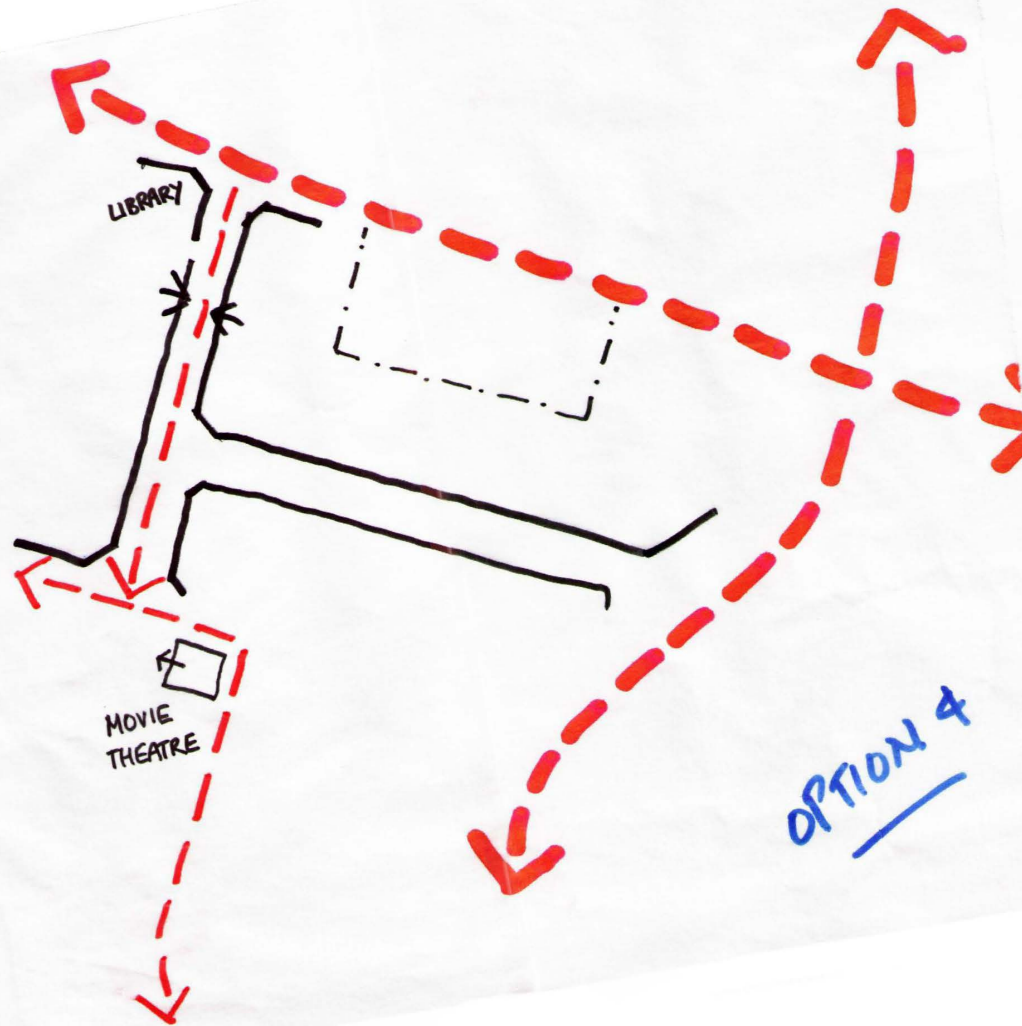




OPTION 2.  
H2







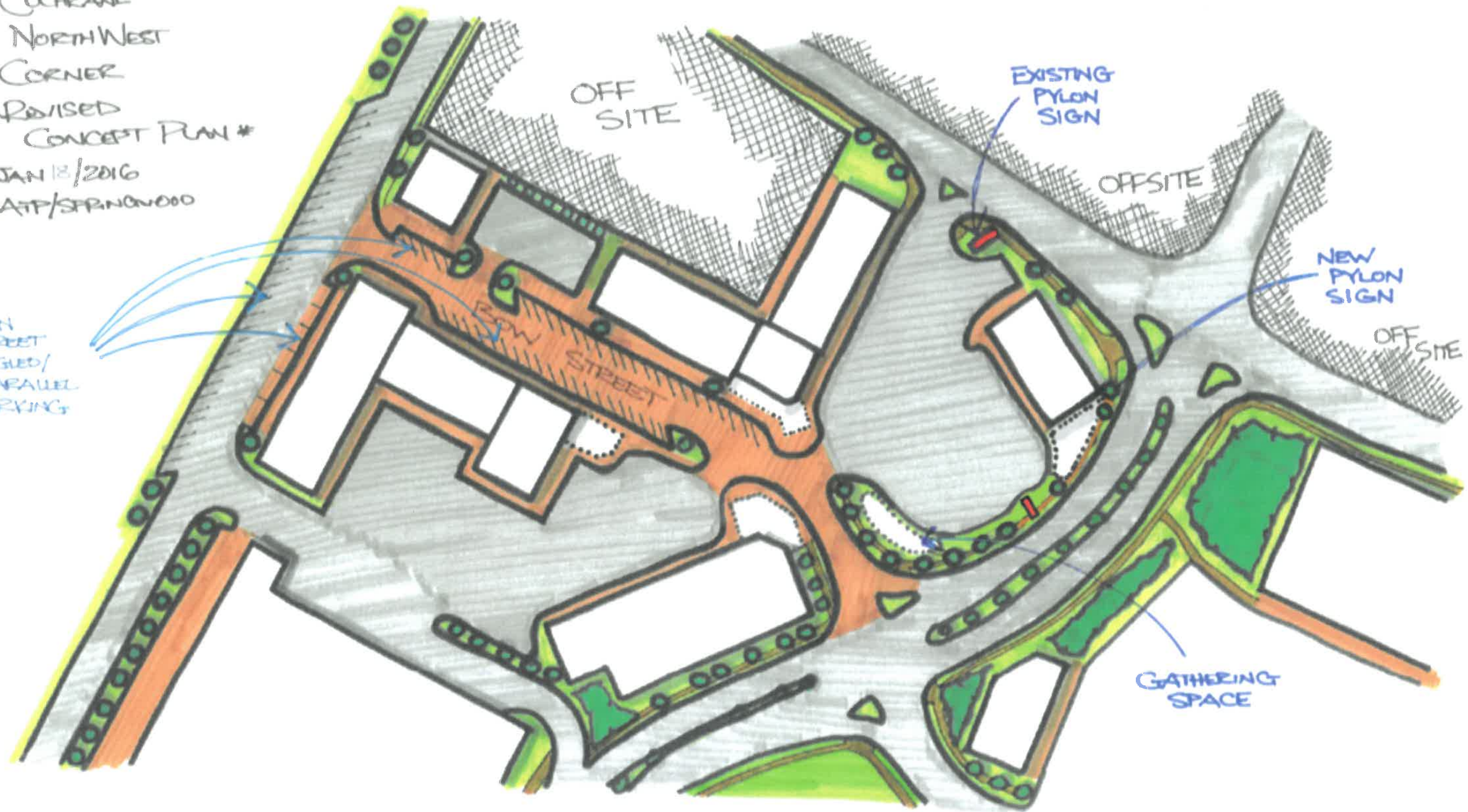
OPTION 4

# B APPENDIX



COCHRANE  
NORTHWEST  
CORNER  
\*REVISED  
CONCEPT PLAN #  
JAN 18/2016  
ATP/SPRINGWOOD

ON  
STREET  
ANGLED/  
PARALLEL  
PARKING



# C APPENDIX







BUILDING B  
FRONT ELEVATION  
(EAST SIDE)

1/28/16