

**Written Submissions received at the SDAB Appeal Hearing on January 5, 2023
relating to PL20220182**

The following written submissions were handed to the SDAB Clerk at the hearing on January 5, 2023.
The Board moved to accept these late submissions into the existing Agenda Package.

Melissa Yarmoloy Appellant

Sabrina Devondeau Castle Mountain Home Furnishing

Overview

PEOPLE - BUILDING - TRAFFIC

- Common Amenity and Wholesale Sales Uses
- Parking and Traffic Safety Considerations
- Railway Proximity
- Architectural Guideline and Tree Variance
- Other considerations
- Final Remarks

Consideration

1. Parking Study and Traffic Impact Study made publicly available
2. An alternative access point be provided for 400 Bow Valley Trail that aligns with Kananaskis way
3. Assurance that the Development Model Presented aligns with the actual and future use.
4. Provision for Property Management for the Rental Units
5. Consideration for lifestyle amenity space for the tenants

Permitted Vs. Discretionary Use

- Permitted use- Provides certainty that it may be developed for that use.
- Discretionary use- May be considered for development
 - Allows for it to be considered but it needs that additional scrutiny.
 - Need to determine if use is appropriate for the site and consider the ramifications from the inherent characteristics resulting from said use.

Common Amenity Housing

Definition Page 339 of the L.U.B.
Common Amenity Housing means a building with separate sleeping facilities and common washing, sanitary and kitchen facilities.

The ONLY mechanism to regulated this type of use is in the design.

5.1.3.2 Dispersal of Employee Housing Units

Employee housing is appropriate throughout the Central and General Divisions; however, it is desirable to avoid concentrating large numbers of employee housing in small geographic areas:

1. The Peaks
2. 1st Ave

Traffic- Parking

- This project Currently has
- 1 loading bay
- 35 total parking spaces
- 5 Commercial use
- 30 Residential use
- Parking for a retail space of the same size would require 26.8 stall (2 spaces per 100m2)
- Any retail sales with 500m2 or greater GFA to have a parking study done by a qualified professional (page 39 2.7.6.2 L.U.B.)

2.7.6.2

Unless otherwise excepted in this Bylaw, the automobile and bicycle parking stall requirements for non-residential uses, outlined in Table 2.7-2 below, apply to all non-residential developments.

2.7.6
2.7.6.1
Parking Stall Requirements – Non-Residential Developments
All uses within the Bylaw are included within a "Class." Each use and its corresponding i shall be as outlined in Table 2.7-1 below.

TABLE 2.7-1 - NON-RESIDENTIAL PARKING CLASSES (2020-16)	
Class	Land Use
A	Arts and Crafts Studio Cannabis Retail Store Eating and Drinking Establishment Financial Institution Personal Service Business Office Retail Sales with less than 500 m ² a

TABLE 2.7-1 - NON-RESIDENTIAL PARKING CLASSES (2020-16)	
B	Visitor Accommodation
C	Automotive and Equipment Repair Automotive Sales and Rentals Automotive Part Sales Bulk Fuel Station Car Wash Contractor Services and Repair Gas Bar and Service Station Industrial Equipment Sales and Rentals Kennel Laboratory Laundry Facility Light Manufacturing Medical Clinic Museum Pet Care Facility Printing Establishment Private Club Storage Facility Warehouse Wholesale Store Veterinary Clinic Education Institution Funeral Home Hospital Library Public Building Religious Assembly Recycling Depot Retail Sales with 500 m ² or greater GFA

TABLE 2.7-2 – PARKING STALL REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENTS				
Class	Minimum Number of Automobile Parking Stalls Required	Maximum Number of Automobile Parking Stalls Allowed	Required Minimum Number of Short-Term Bicycle Parking Stalls	Required Minimum Number of Long-Term Bicycle Parking Stalls
A	Two (2) stalls per 100 m ² of GFA	2.5 stalls per 100 m ² of GFA	Two (2) stalls per 100 m ² of GFA	One (1) stalls per 100 m ² of GFA

TABLE 2.7-2 – PARKING STALL REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENTS				
B	Visitor Accommodation: 1.0 stalls per accommodation unit Hostel: N/A	Visitor Accommodation: 1.0 stalls per accommodation unit Hostel: 0.4 stalls per bed (regardless of GFA per proposed use)	Visitor Accommodation: 0.15 stalls per accommodation unit Hostel: 0.15 stalls per bed	Visitor Accommodation: 0.3 stalls per accommodation unit Hostel: 0.3 stalls per bed
C	N/A	10 stalls (regardless of GFA per proposed use)	One (1) stall per 100 m ² of GFA	One (1) stall per 100 m ² of GFA
D	Automobile and bicycle parking stall requirements for each use within this Class will be determined through the completion of a Parking Study by a qualified professional. A supporting Transportation Impact Assessment (TIA) may also be required, to the satisfaction of the Town's Engineering department.			

Traffic- Residential Parking

Proposed 21 unit, 76 bedrooms of Common Amenity
3 employee Housing units 3 Bedrooms
Total 24 units - 79 Bedrooms -158 Beds

- 79 Bedrooms/158 beds
- 30 purposed parking stalls
- Needs a Parking Study and Traffic Impact Study
- Apartment Building 27 to 60 stalls
- 120-130 Kananskis Way 45 stalls
14.37.6.1 L.U.B
- Vernon- 50-101 stall required - 0.5 stall per sleeping unit plus 1 visitor stall per 7 sleeping units
- Jasper 26-52 Stalls Required - 1 stall per 3 beds

TABLE 2.7.3 – RESIDENTIAL AUTOMOBILE AND BICYCLE PARKING STALL REQUIREMENTS

Townhouse	One (1) stall 0.15 visitor stalls	1 Bedroom: One (1) stall 2 Bedroom: 1.5 stalls 3+ Bedroom: 2.0 stalls	0.15 visitor stalls	w/garage - N/A w/o garage – Two (2) stalls
Townhouse, Stacked	One (1) stall 0.15 visitor stalls	1 Bedroom: One (1) stall 2 Bedroom: 1.5 stalls 3+ Bedroom: 2.0 stalls	0.15 visitor stalls	w/garage - N/A w/o garage – Two (2) stalls
Common Amenity Housing	Automobile and bicycle parking stall requirements for this use will be determined through the completion of a Parking Study by a qualified professional. A supporting Transportation Impact Assessment (TIA) may also be required, to the satisfaction of the Town's Engineering department			
Apartment Building	Studio: 0.25 stalls 1-3+ Bedrooms: One (1) Stall 0.15 visitor stalls	Studio: 0.75 stalls 1 Bedroom: One (1) stall 2 Bedroom: 1.5 stalls 3+ Bedroom: 2.5 stalls	0.25 visitor stalls	1.5 stalls
Live/Work Studio	One (1) stall. 0.15 visitor stalls	Two (2) stalls	One (1) stall	N/A
Bed and Breakfast	One (1) stall for the principal resident. One (1) stall per Accommodation Unit.	1.5 stalls per Accommodation Unit	N/A	One (1) stall per Accommodation Unit
Home	As the discretion of	N/A	N/A	N/A

Wholesale Sales

Definition page 362 L.U.B.

- Means a facility for the wholesale or retail sale of a limited range of bulky goods.

Railway Proximity Guidelines And Mitigation Measures

Building within the 30 meter of the railway

3.0 // GUIDELINES	23
3.1 Principles for Mitigation Design	26
3.2 Consultation with the Railway	26
3.3 Building Setbacks	27
3.4 Noise Mitigation	28
3.5 Vibration Mitigation	33
3.6 Safety Barriers	36
3.7 Security Fencing	41
3.8 Stormwater Management and Drainage	42
3.9 Warning Clauses and Other Legal Agreements	42
3.10 Construction Issues	45



“Alberta has the second highest railway incidents, according to Operation Lifesaver and statistics from Transportation Safety Board of Canada with 39 in 2022.

-Woman Killed on Banff railway tracks. Rocky Mountain Outlook Dec. 29

No Balconies and Insufficient Outdoor Space

Proximity to the Creek and Elevation Place as an explanation is a shortsighted

8.7 AMENITIES FOR MULTI-UNIT RESIDENTIAL DEVELOPMENT

8.7.0.1 Children's playground equipment, or other outdoor recreational amenities, shall be required on sites with ten (10) or more Dwelling Units, to the satisfaction of the Development Authority.

8.7.0.2 Private outdoor amenity or yard spaces shall:

- a. Be located adjacent to and be visible and accessible from each Dwelling Unit;
- b. Have reasonable access or orientation to the sun;
- c. For each Dwelling Unit located at or below grade, be a minimum area of 15 m² ;
- d. Be clearly delineated by fencing or landscaping, or screened from common or public spaces;
- e. Be connected to any common Amenity Spaces;
- f. Ensure balconies and terraces for each Dwelling Unit located above grade are a minimum area of 4.5 m² with a minimum horizontal dimension of 1.5 m;
- g. Not directly overlook private outdoor Amenity Spaces;
- h. Be screened from each other by side wings or other means.

8.7.0.3 Where the above noted private Amenity Space standards are not met under Subsection 8.7.0.2, some of the following options may be provided to the satisfaction of the Development Authority:

- a. Common outdoor Amenity Space that is designed to provide opportunity for casual social connections, including seating areas and shelters, and is visible from a number of the Dwelling Units and defined clearly from any public spaces.

- b. Common outdoor Amenity Spaces that accommodate recreational activities.
 - c. A shared indoor workshop/Amenity Space serviced with electricity, intended to provide an opportunity for light carpentry, bike/ski maintenance, or similar activities.
 - d. Community garden spaces of approximately 2 m² per Dwelling Unit.
- 8.7.0.4 Within mixed-use commercial/residential developments, at-grade common amenity areas should be provided in addition to landscaping requirements to the satisfaction of the Development Authority.

8.7.0.5 Common amenity areas shall be:

- a. Designed to provide opportunity for casual social connections, including seating areas and shelter.
- b. Designed to allow for solar access and shelter from the elements to facilitate all season use where possible.
- c. Designed with lighting to allow nighttime use and enhance safety.
- d. Defined clearly from any public spaces.
- e. Visible from public spaces and adjacent stores and Dwelling Units.
- f. Connected by pedestrian pathways to public space.

Final Remarks

Consideration

- Parking Study and Traffic Impact Study made publicly available and done by an impartial third party.
- An alternative access point be provided for 400 Bow Valley Trail that aligns with Kananaskis way to mitigate the access issues brought forth by the discretionary use of the proposed development
- Restrict a change in use to both the common amenity housing and wholesale sales. (Parking provided does not meet other uses and 2.7.1.2 of the L.U.B. change of use will not require additional stalls)
- Ensure 4.6.4.19 of L.U.B. is upheld and units are not used to satisfy other conditions to development aka “double dipping”
- Consider Single ownership of the housing and operated as rental units with property management, similar to restrictions in place for 120-130 Kananaski Way direct control district.
- Consideration for landscape requirements and outdoor amenity spaces.

Bylaw 11-2012 Bow Valley Trail Area Redevelopment Plan

5.1.3.2 Dispersal of Employee Housing Units

5.1.3.2 Dispersal of Employee Housing Units

Employee housing is appropriate throughout the Central and General BVT Precincts; however, it is desirable to avoid concentrating large numbers of employee housing in small geographic areas:

1. Employee housing may be located in buildings that are adjacent to one another provided the cumulative density of employee housing units in the area is low.
 1. Clusters of large employee housing buildings are not appropriate. Clusters of small employee housing buildings may be appropriate.
 2. Mixed use commercial/residential buildings that contain some employee housing units accomplish dispersal internally and are appropriate to be located adjacent to each other.

List of L.U.B.

Town of Canmore Revised Land Use Bylaw 2018-22

2.4.6 CPR Railway Line

2.4.6 CPR Railway Line

- 2.4.6.1** Where development is proposed within 30.0 m from a railway right-of-way, a railway risk assessment may be required at the discretion of the Development Authority. Any mitigations identified in the risk assessment shall be incorporated in the development to the satisfaction of the Development Authority.

2.7.1.2 Parking and Loading Requirements

- 2.7.1.2** Notwithstanding 2.7.1.1, where automobile parking requirements have been established for an existing or approved development, a change of use application shall not require additional automobile parking stalls, regardless of the proposed use. However, it may require additional bicycle parking stalls, subject to the Development Authority.

2.7.1.6 Parking and Loading Requirements

- 2.7.1.6** Developments containing or providing for more than one use shall provide parking stalls and loading spaces equal to the sum of the requirements for the individual uses, or shall employ shared parking strategies to the satisfaction of the Development Authority.

TABLE 2.7-1 - NON-RESIDENTIAL PARKING CLASSES [2020-16]		
B	Visitor Accommodation	Hostel
C	Automotive and Equipment Repair Automotive Sales and Rentals Automotive Part Sales Bulk Fuel Station Car Wash Contractor Services and Repair Gas Bar and Service Station Industrial Equipment Sales and Rentals Kennel Laboratory Laundry Facility	Light Manufacturing Medical Clinic Museum Pet Care Facility Printing Establishment Private Club Storage Facility Warehouse Wholesale Store Veterinary Clinic
D	Athletic and Recreational Facility, Indoor Athletic and Recreational Facility, Outdoor Brewery/Distillery Care Facility Convention Centre Daycare Entertainment Establishment	Education Institution Funeral Home Hospital Library Public Building Religious Assembly Recycling Depot Retail Sales with 500 m ² or greater of GFA

2.7.3.1 Loading Stalls

2.7.3.1 A minimum of one (1) loading stall shall be required per multi-unit residential building or non-residential building, unless it can be otherwise demonstrated to the Development Authority that loading can reasonably take place without a dedicated stall on-site, or that it can be shared amongst multiple developments and/or tenants to minimize the number of loading stalls required.

Table 2.7-1

Table 2.7-2

Table 2.7-3

TABLE 2.7-3 – RESIDENTIAL AUTOMOBILE AND BICYCLE PARKING STALL REQUIREMENTS				
Townhouse	One (1) stall 0.15 visitor stalls	1 Bedroom: One (1) stall 2 Bedroom: 1.5 stalls 3+ Bedroom: 2.0 stalls	0.15 visitor stalls	w/garage - N/A w/o garage – Two (2) stalls
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Common Amenity Housing	Automobile and bicycle parking stall requirements for this use will be determined through the completion of a Parking Study by a qualified professional. A supporting Transportation Impact Assessment (TIA) may also be required, to the satisfaction of the Town's Engineering department			
Apartment Building	Studio: 0.25 stalls 1-3+ Bedrooms: One (1) Stall 0.15 visitor stalls	Studio: 0.75 stalls 1 Bedroom: One (1) stall 2 Bedroom: 1.5 stalls 3+ Bedroom: 2.5 stalls	0.25 visitor stalls	1.5 stalls
Live/Work Studio	One (1) stall. 0.15 visitor stalls	Two (2) stalls	One (1) stall	N/A
Bed and Breakfast	One (1) stall for the principal resident. One (1) stall per Accommodation Unit.	1.5 stalls per Accommodation Unit	N/A	One (1) stall per Accommodation Unit
Home Occupation - Class 2	At the discretion of the Development Authority, based on the nature of the business.	N/A	N/A	N/A
Care Facility	0.1 stalls, plus 0.15 visitor stalls	One (1) stall	0.5 stalls	0.1 stalls

4.6 BVT-G Purpose

4.6 BVT-G BOW VALLEY TRAIL GENERAL COMMERCIAL DISTRICT

Purpose

This District is intended to form the core of Canmore's Visitor Accommodation outside the resorts and provide a variety of commercial uses including visitor-oriented services and activities, and small retail outlets that serve both residents and visitors.

4.6.2 Discretionary Uses

- Common Amenity Housing
- Employee Housing
- Wholesale Sales
- Warehouse

4.6.4.5

4.6.4.5 Wholesale Sales shall only be permitted when as part of a mixed-use development that includes Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing at a ratio of 1 Bedroom per 20 m2 of Wholesales Sales area, rounded up to the nearest full bedroom. The maximum GFA of a Wholesale Sales is 950 m2.[2021-21]

4.6.4.6

4.6.4.6 The maximum GFA of a Warehouse development is 250 m². An increase of up to 250 m2 is permitted where the Warehouse is accessory to a Wholesale Sales development, and the development includes Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing at a ratio of 1 Bedroom per 10 m2 of Warehouse area, rounded up to the nearest full bedroom.[2021-21]

4.6.4.18

4.6.4.18 Where Common Amenity Housing or Employee Housing is developed, Section 8.7 shall not be required, except that the development authority may require the amenities listed in Section 8.7.0.3.[2021-21]

4.6.4.19

4.6.4.19 Employee Housing, Common Amenity Housing, or Perpetually Affordable Housing required to be constructed as part of a statutory plan, condition of development permit approval, or other forms of commitment, are not eligible for the development bonuses outlined in 4.6.4.5, 4.6.4.6, and 4.6.9.1.c.[2021-21]

4.6.6.2 Landscaping

4.6.6.2 Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place. Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.

8.7 Amenities For Multi-Unit Residential Development

8.7 AMENITIES FOR MULTI-UNIT RESIDENTIAL DEVELOPMENT

- 8.7.0.1** Children's playground equipment, or other outdoor recreational amenities, shall be required on sites with ten (10) or more Dwelling Units, to the satisfaction of the Development Authority.
- 8.7.0.2** Private outdoor amenity or yard spaces shall:
- Be located adjacent to and be visible and accessible from each Dwelling Unit;
 - Have reasonable access or orientation to the sun;
 - For each Dwelling Unit located at or below grade, be a minimum area of 15 m² ;
 - Be clearly delineated by fencing or landscaping, or screened from common or public spaces;
 - Be connected to any common Amenity Spaces;
 - Ensure balconies and terraces for each Dwelling Unit located above grade are a minimum area of 4.5 m² with a minimum horizontal dimension of 1.5 m;
 - Not directly overlook private outdoor Amenity Spaces;
 - Be screened from each other by side wings or other means.
- 8.7.0.3** Where the above noted private Amenity Space standards are not met under Subsection **8.7.0.2**, some of the following options may be provided to the satisfaction of the Development Authority:
- Common outdoor Amenity Space that is designed to provide opportunity for casual social connections, including seating areas and shelters, and is visible from a number of the Dwelling Units and defined clearly from any public spaces.

Definitions Pages 339 and 362

Common Amenity Housing

Common Amenity Housing means a building with separate sleeping facilities and common washing, sanitary and kitchen facilities.

Warehouse

Warehouse means a building for the storage of materials or commercial goods.

Whole Sale Sales

Wholesale Sales means a facility for the wholesale or retail sale of a limited range of bulky goods

14.19.5.11 SCMV-C

14.19.5.11 Employee Accommodation: Visitor accommodation operators shall provide for 25% of full time and seasonal staff housing needs or at a ratio consistent with any Town policy for Staff Accommodation for other similar developments on the Bow Valley Trail or Gateway Districts that is adopted by the Town of Canmore from time to time. Employee Housing Units may be provided at another location within or outside of Spring Creek Mountain Village subject to the approval of the Development Authority. **[2021-23]**

14.27.4.12.

14.27.4.12 If not already collected directly by the Town, traffic counts at the access and egress points to Spring Creek Mountain Village shall be provided annually and the Traffic Impact Assessment (TIA) report shall be updated by the applicant and submitted along with the third (3rd) and fifth (5th) development permit applications within Stage 4. If during the redevelopment process it is projected in a TIA that traffic generation on Spring Creek Drive at Main Street will exceed 3000 vehicle trips per day (VPD) prior to buildout based, the ARP or LUB or both shall be revised as appropriate to incorporate additional measures to restrict traffic flows at this access to 3,000 vehicle trips per day. This may include road design changes or a reduction in density for remaining developments or both. VPD is defined as the average daily vehicle traffic on Spring Creek Drive at Main Street as measured during an 8-month period including dates between May 1 and October 31 in the most recent 12-month period of measurement. **[2021-23]**

14.27.5.3 PAH- Location to be dispersed

14.27.5.3 Perpetual Affordable Housing (PAH): Concurrent with the development of Spring Creek Mountain Village, the developer will make available a minimum of 5% of the maximum number of residential units for this District as PAH units. The provision of these units shall be in accordance with the Town of Canmore PAH Policy. The location of the PAH units should not be concentrated within one or two buildings but distributed throughout the various development stages and buildings. The protocol for the provision of PAH housing shall be established in an agreement mutually acceptable to the Town and the Developer. This agreement shall include, but is not limited to, the following: **[2021-23]**

14.27.5.9 Road System

14.27.5.9 Road System: The road system may include public and private roads. Roads identified as private shall make provision for public access. Utility easements will be provided where necessary. Gated roads shall not be permitted. Figure 3 shows the proposed public and private streets within all 4 stages and the overall Area Redevelopment Plan area. The construction access for this development will be restricted to Spring Creek Drive - Bow Valley Trail access only. **[2021-23]**

14.37 120-130 Kananaskis Way DC

14.37.6 Parking

14.37.6 Parking

14.37.6.1 The following parking standards shall be applied to a residential development where all of the units within the development are on a single property, under single ownership and operated as rental units:

Unit Type	Parking Type: Vehicular
Studio	0.50 stalls per unit
1 bedroom	0.75 stalls per unit
2 bedroom	1.25 stalls per unit
3 bedroom	2.00 stalls per unit
Visitor Stalls	15 stalls total
Loading Stalls	1 stall total

Unit Type	Parking Type: Bicycle
Studio	1 indoor stall per unit minimum
1 bedroom	1.2 stalls - 1 indoor stall minimum
2 bedroom	2.0 stalls - 1 indoor stall minimum
3 bedroom	3.0 stalls - 1 indoor stall minimum
Visitor	0.15 stalls per unit

ADDITIONAL DOCUMENTS

Google Reviews for the Peaks in Canmore

Newspaper Article Rocky Mountain Outlook Woman Killed on Banff Railway Tracks

SDAB Agenda Package 220421

- WSP parking

- Letter from Steven Birch and Jim Muir

Guidelines for New Development in Proximity to Railway Operations

Notes on Parking Memo



peaks of canmore



Rating ▾ Hours ▾

New Year's Eve might affect these hours

The Peaks in Canmore

1.9 (20) · Apartment building

1451 Palliser Trail #108

Closed · Opens 8 a.m. Mon

**Peak Estates - Boardwalk**

3.0 (6) · Apartment complex

1451 Palliser Trail

Closed · Opens 8 a.m. Mon

**Parking Indigo Calgary - Lot 603 (...)**

1.0 (1) · Parking garage

1451 Palliser Trail



Can't find what you are looking for?

ADD A MISSING PLACE

Looking for something different?

See web results

3 years ago

We were enticed by the amazingly decorated and constructed show suite but upon move-in we quickly realized that they must have spent all their efforts on the show suite and forgot about the rest of the building. The flooring has lifted in our bedroom, our kitchen countertop is detaching from the wall and we've had two leaks from the apartment above us - luckily I was home both times to catch the water dripping through the ceiling. The walls are paper thin to the point where you can hear the conversations of people above you. You cannot control the heat so you constantly feel like you're in Africa - unable to open the windows to sleep at night unless you want to hear the sound of transport trucks zooming along the TransCanada. Additionally, we were provided with three parking stalls but a couple months after move-in were told that there was a new rule of one parking stall per two bedroom suite. **There are not enough visitor parking stalls and often it's residents who are left with no where else to park - parking illegally on the street or in fire exits. After a year-long lease we are excited to move to a new location. We will not rent with Northview ever again.**

7

**Marina Guignon**

1 review

a year ago

Worse apartment complex in Town:

#1 Complaint: The Noise! You get woken up by neighbors above you who are just getting ready for work. Then the neighbor below you hit the ceiling with their broom because you went to the toilet a night, dogs are barking from all sides. It is horrible and sooo stressfull!

#2 Parking: They don't have enough stalls so when you move-in you might not get one (even if they guaranteed you a spot when you signed your lease agreement). The problem is, you are so far from town that there is nowhere else to park!

#3 I forgot the highway noise (especially in the summer), horrible!

#4 The heat: the apartment gets uncomfortably hot in the spring/ summer. The little A/C unit they have in the living room only cools down the living room! Even with the bedroom doors wide open you can't sleep.

#5 We moved out after 4 months we couldn't take it anymore. We had a toddler who was not allowed to walk or run or cry not to bother the neighbors. He could never sleep with all the noise. We had to get out of there!

5

**Mountain Madness**

23 reviews · 1 photo

3 years ago

This is a new building so naturally they are going through some growing pains. If you are looking for a quiet, comfortable place to stay though, look elsewhere. The floor and walls here are so thin, you can clearly hear your neighbors ... More

14

T1W, Canmore, AB

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peaks of canmore



Rating ▾ Hours ▾

New Year's Eve might affect these hours

The Peaks in Canmore

1.9 (20) · Apartment building

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Closed · Opens 8 a.m. Mon



Can't find what you are looking for?

ADD A MISSING PLACE

Google reviews

All parking 8 night 6 dog 4 wall 3 sleep 3 home 3

rent 3

Sort by

Most relevant Newest Highest Lowest

Looking for something different?

[See web results](#)**Catherine Hill**

Local Guide · 42 reviews · 12 photos

3 years ago

The parking crunch is no joke. No matter how appealing the units and location may be, if you own a vehicle DO NOT MOVE IN HERE!! ... More



12

**Jacob Posacki**

3 reviews

3 years ago

Do not move here. It can be difficult to find a place in Canmore but do not settle for a lease here. Keep looking! ... More



9

**Susie Suzu**

Local Guide · 18 reviews · 42 photos

2 years ago

visitors parking lot hardly has a spot. All the cars look belongs to residents as the cars have been sitting there forever.

I often visit here since last autumn and always have hard time to park. Almost ... More



2

**Gina Levnaich**

1 review

3 years ago

We were enticed by the amazingly decorated and constructed show suite but upon move-in we quickly realized that they must have spent all their efforts on the show suite and forgot about the rest of the building. The flooring has

T1W, Canmore, AB

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peaks of canmore



Rating ▾ Hours ▾

New Year's Eve might affect these hours

The Peaks in Canmore

1.9 (20) · Apartment building

1451 Palliser Trail #108

Closed · Opens 8 a.m. Mon



Can't find what you are looking for?

ADD A MISSING PLACE

Looking for something different?

See web results

**Jacob Rosacki**

3 reviews

3 years ago

Do not move here. It can be difficult to find a place in Canmore but do not settle for a lease here. Keep looking!

The building was planned poorly. There is no parking available for new tenants or for visitors. If you try to park in open areas your car will be towed by RCMP. If you park on the street you will be ticketed. If your lucky enough to have a private stall it will be parked in at some point and the building management are unable to help. This is a HUGE inconvenience because the building is in a tough spot for walking/cycling around town.

The build quality in the apartments is poor. Floorboards peel off, paint jobs are rushed, kitchen counters dislodge from the wall and ceiling leaks are common.

You will not feel at home or safe here. Mid-night fire alarms, police visits, domestic violence, suspicious thefts and constant car panic alarms ensure your apartment will feel more like an unending nightmare than a place to call home.



9

**Susie Suzu**

Local Guide · 18 reviews · 42 photos

2 years ago

visitors parking lot hardly has a spot. All the cars look belongs to residents as the cars have been sitting there forever.

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7

**Marina Gulgnon**

1 review

a year ago

Worse apartment complex in Town:

#1 Complaint: The Noise! You get woken up by neighbors above you who are just ... More



5

T1W, Canmore, AB

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

April 9, 2022

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

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

Dear SDAB Members,

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

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

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

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

Your Truly,

Shawn Birch
President & CEO

April 6, 2022

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

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

Dear SDAB Members,

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

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

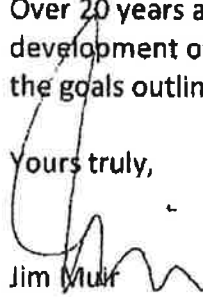
I can speak from experience on the following issues raised by the appellant:

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

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

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

Yours truly,

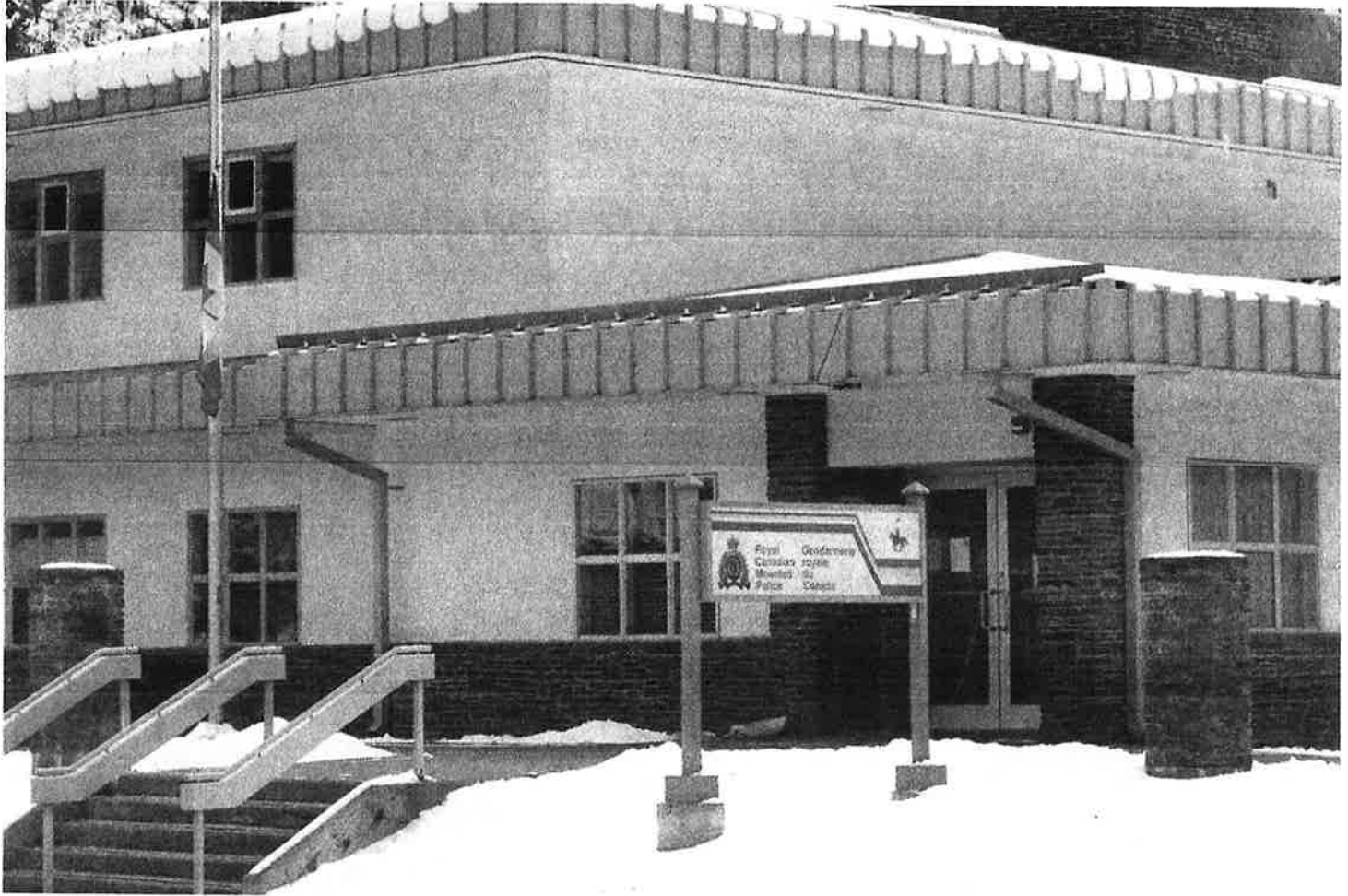

Jim Muir
President

Woman killed on Banff railway tracks

RMO

Rocky Mountain Outlook

Dec 29, 2022 3:54 PM



The Banff RCMP detachment on 335 Lynx St. RMO FILE PHOTO

Listen to this article

00:01:46

BANFF – A woman was killed by a train in Banff while walking on the Canadian Pacific tracks Thursday (Dec. 29), according to police.

Banff RCMP and CP police said they responded to a woman that was struck by a train and

she was declared deceased at the scene. An RCMP collision reconstruction team was called in and the line was cleared.

Police said the woman, 19, was walking west on CP's main line in Banff when a CP intermodal container train hit her.

"The female was believed to be wearing earbuds at the time of the incident, which may have contributed to failing to hear the approaching train," RCMP said in a media release.

According to Operation Lifesaver, an organization that promotes public safety in attempting to prevent collisions at railway crossings and stopping railway trespassing, there have been 57 people killed between January and November, 2022 on railway lines. A further 40 people have had serious injuries and there have been 204 incidents involving trains and people.

Alberta has the second highest railway incidents, according to Operation Lifesaver and statistics from Transportation Safety Board of Canada, with 39 in 2022.

Of those, eight incidents have come from trespassing, leading to seven deaths and one person seriously injured. The remaining 31 incidents were crossing incidents and caused eight serious injuries.

In the past 10 years, statistics show 83 deaths and 43 serious injuries from trespassing incidents and 58 deaths and 92 serious injuries from crossing incidents.

Police are continuing to investigate.

About the Author: Rocky Mountain Outlook



The Rocky Mountain Outlook is Bow Valley's No. 1 source for local news and events.

Read more

Comments (0)

January 3, 2023

Canmore Subdivision & Development Appeal Board

SDAB HEARING – PL20220182

Sabrina Derondeau, Jeff Bellinger - owner of Castle Mountain Home Furnishings. I am speaking today in opposition to the Appeal made by Melissa Yarmaloy. Our business will occupy the lower level of 500 Bow Valley Trail Mix Use Building (Wholesale Sales with Warehouse). I will only address the reasons for appeal that I had specific points to add to, otherwise I will defer to the report prepared by Michelle Ouellette, McElhanney Ltd.

Our development addresses 2 important issues facing our community.

*Dire need for staff accommodation, as recognized in the Municipal Development Plan

*Retention of locally owned and operated business, as recognized in the Town of Canmore's Economic Recovery plan "focuses on business retention and survival during and post pandemic" and the Business Recovery Task force mandate to "support business operations in the recovery efforts and future growth".

<https://canmore.ca/municipal-services/business-licenses/business-hub/economic-recovery-plan>

We approached Frank at Spring Creek Mountain Village to help us build our building and brainstorm ways to offset the financial costs of getting the project off the ground. Frank needed Staff accommodation and realized this was an opportunity for innovation and responsible development, and above all - a great utilization of the land. A partnership was born out of both of our unique needs. Our furniture store would occupy the lower level, and staff housing to be built on 3 floors above us.

Jeff and I are incredibly proud to be a part one of Canmore's first major staff housing initiatives. We see it as such a win for the community. We share the struggle of many local businesses, who cannot properly staff their businesses due to a lack of available staff, which is fueled by a lack of available housing.

We are thrilled we can own our space. This was a long-term goal since we bought the business and now we have peace of mind there will be local residents living above our commercial space. The value of residential units above a commercial space deters break ins and other forms of vandalism that occur in quiet, underutilized commercial areas at night. We have a built-in security system at no additional cost.

I'm a born and raised Banff girl, but Canmore is my forever home now. I love our Mountain town and feel very fortunate and blessed to be raising my family here, I want to see this town protected and preserved for many generations to come. This is a great development, it addresses a parcel of issues plaguing our community, but it really serves our towns broader community vision of sustainability and connectivity.

New forms of development at higher densities such as Common Amenity Housing and Staff accommodation are always difficult to adopt, and understandably so.

I can understand the Appellants concerns as a neighboring landowner, I love this town like they do and never want to see its integrity compromised. I can also understand the Appellants perception that this project may devalue their land, but it's simply not true.

The changes made to the area will breathe life into land that has sat empty and vacant for as long as I can remember.

Our business will continue to serve the Bow Valley as we have for the last 30+ years, a beautiful sidewalk and bike lane will be created, connecting one desirable location to other areas in the town. These new pathways will be enjoyed by residents and visitors alike with the bonus of alleviating traffic congestion during our peak seasons.

Our community needs staff accommodation, there is no escaping this reality. The benefits of this project are going to be a gold standard for future developments of this kind in our town. It's an amazing smart growth strategy.

I can't predict all the problems that may arise with this development, from garbage mishaps to noise, but I have complete confidence we can face any issues and handle them appropriately with respectful consultation of any affected parties.

Frank Kernick is one of Canmore's premiere developers and a local himself, his commitment to preserving Canmore's beauty is evident in all his projects. Our development conforms to all the Land Use Bylaws set forth by the town and it directly contributes to the health of our community by providing sidewalks and bike lanes for active modes of transportation. Careful community consideration was met with 4 open houses and a public hearing.

If there are areas that require further consultation, we are open to communication. This is a worthy and responsible project with great community benefit; we hope we can start construction as soon as possible as was originally planned.

2	<p><u>PARKING CONCERNS</u></p> <p>a. Increasing the maximum dwelling size and effectively increasing the number of bedrooms per unit will put an increased strain on parking. i.6. To Section 4.6.4.13 of the Land Use Bylaw 2018-22, to allow for the size of the dwelling units to exceed 75.0m2</p> <p>b. Parking studies for common amenity to be done a future date. Little room on site to provide additional stalls if required.</p> <p>c. Concern for a change of use for the main floor commercial, which is providing 4 stalls for 1339.8 m2. Where as approximately 26 stalls would be required if used as a Retail Sales space. Section 2.7.1.2 of the L.U.B. states" a change of use application shall not require additional automobile parking stalls, regardless of the purposed use."</p> <p>d. The majority of parking is visible from Bow Valley Trail contrary to section 11.4.2.1 of the L.U.B "Vehicle parking shall be located behind buildings, underground or at the interior of the block. "</p>
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	e. Site considerations, no on street parking nearby, surrounded by Bow Valley Trail and the Railway																										
Response 2) a.	<p><i>A thorough parking study was completed and submitted by Spring Creek Developments.</i></p> <p><i>Castle Mountain Home Furnishings and Spring Creek Developments strongly support the Towns Integrated Parking Management Plan and the paradigm shifts illustrated in the study. As we approached the developments parking needs, we adopted the core strategies from the Integrated Parking Management Plan as they directly related to our needs.</i></p> <p><i>See Exhibit 3 below.</i></p> <p>https://www.canmore.ca/documents/engineering/2652-integrated-parking-management-plan</p> <p>Exhibit 3 Potential Parking Management Strategies</p> <table border="1"> <thead> <tr> <th>Strategy</th><th>Description</th></tr> </thead> <tbody> <tr> <td>● Shared parking</td><td>Parking spaces serve multiple users or destinations, including sharing rather than assigning reserved spaces to users, and sharing facilities among multiple destinations.</td></tr> <tr> <td>● Parking regulations</td><td>Regulations that favor higher value uses such as service vehicles, deliveries, customers, quick errands, and people with special needs.</td></tr> <tr> <td>● More accurate and flexible standards</td><td>Parking standards are adjusted to more accurately reflect demand in a particular situation taking into account various geographic, demographic and management factors.</td></tr> <tr> <td>● Remote and intercept parking</td><td>Provide offsite parking facilities, and encourage their use. Encourage people to keep vehicles parked at visitor accommodation.</td></tr> <tr> <td>● Smart Growth/ New Urbanism</td><td>Encourage more compact, mixed, multi-modal development, which encourages sharing of parking facilities and use of alternative modes.</td></tr> <tr> <td>● Walking and cycling improvements</td><td>Improve walking and cycling conditions to expand the range of destinations serviced by a parking facility and reduce automobile trips.</td></tr> <tr> <td>● Encourage alternative modes</td><td>Encourage walking, bicycling, ridesharing and public transit with strategies such as commute trip reduction and school transport management programs.</td></tr> <tr> <td>● Parking pricing</td><td>Charge motorists directly for using parking facilities, with efficient prices that include lower rates during off-peak periods and higher rates during peak times and locations.</td></tr> <tr> <td>● Improve pricing methods</td><td>Use better charging techniques to make pricing more convenient and cost effective.</td></tr> <tr> <td>● Financial incentives</td><td>Parking cash-out or transit benefits as an alternative to parking subsidies.</td></tr> <tr> <td>● Unbundle parking</td><td>Rent or sell parking facilities separately from building space.</td></tr> <tr> <td>● Bicycle facilities</td><td>Provide bicycle storage and changing facilities.</td></tr> </tbody> </table> <p><i><u>Shared Parking</u> – we intend to share the spaces throughout the day, and when we close our doors at night it frees up more stalls for evening use.</i></p> <p><i><u>Parking regulations</u> – we can offer wheelchair accessibility for our store that we currently do not have.</i></p> <p><i><u>More Accurate and flexible parking standards</u> – With the monies from the Towns Paid parking program earmarked to increase Roam transit routes and infrastructure, I believe we will see the demand for vehicle use decrease from the seasonal employee base (the residents of the common amenity housing fall under the umbrella of seasonal workers). The location of our development is already well served by local transit routes. As our community shifts towards more pedestrianization and active modes of transport, we will continue to see less reliance on vehicles as a mode of transportation. Overtime we will see a decrease in the overall demand for parking as the current projections support. *See data below.</i></p> <p><i><u>Walking and Cycling Improvements</u> – Once our development is completed, there will be both bike and pedestrian lanes completed, promoting connectivity from our development to other desirable locations visitors and locals want to access.</i></p>	Strategy	Description	● Shared parking	Parking spaces serve multiple users or destinations, including sharing rather than assigning reserved spaces to users, and sharing facilities among multiple destinations.	● Parking regulations	Regulations that favor higher value uses such as service vehicles, deliveries, customers, quick errands, and people with special needs.	● More accurate and flexible standards	Parking standards are adjusted to more accurately reflect demand in a particular situation taking into account various geographic, demographic and management factors.	● Remote and intercept parking	Provide offsite parking facilities, and encourage their use. 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	<p>*Proposed (2018) updates to the ITP establish targets to increase Town Centre area non-auto mode share from the current 20% up to 40% (5% Transit and 35% Active) by 2030. The 2016 Municipal Development includes commitments to economic and environmental sustainability, support for the town Centre, and diverse transport options. Page 4.</p>
Response 2) b.	<p><i>Additional parking stalls on site is not required, nor will be required. 35 parking stalls is more than sufficient to meet the current site needs. More parking stalls is not the solution for our parcel of land while using the targeted strategies laid out in the Canmore Integrated Parking Management Plan.</i></p> <p>See page 8, https://www.canmore.ca/documents/engineering/2652-integrated-parking-management-plan</p> <p>“Many of these strategies have synergistic effects (total impacts are greater than the sum of their individual impacts), and so become more effective if implemented together. For example, sharing parking and walkability improvements may each reduce parking requirements just 10% if implemented alone, but 25% if implemented together because they are complementary. As a result, it is generally best to implement parking management as an integrated program that maximizes benefits and minimizes potential problems. Under the old paradigm, parking planning was static and rigid: the planning process used zoning codes or parking generation reports to determine the minimum number of parking spaces that a development would need during its lifetime. The new paradigm is more dynamic and responsive: it strives to supply the optimal number of parking spaces needed, and respond to changing demands, using performance indicators to identify problems and test solutions. It considers a broader range of planning objectives besides parking convenience.”</p>

Closing Comments

The location of the Mixed-use Building and the Common Amenity housing also directly aligns with the Municipal Development Plan with one very key consideration.

500 Bow Valley Trail is one of the most ideally suitable locations for a development project of this kind. Any of the residents living in the Staff Accommodation units are ideally positioned in the heart of Canmore. They can easily access transit stops, the Town Centre, grocery stores etc.

“5.1.2 Affordable housing should be integrated and distributed throughout Canmore’s neighbourhoods, with preference given to locations within reasonable walking area of the Town Centre, commercial and mixed-use areas, or transit stops.”

<https://canmore.ca/documents/3173-2018-annual-review-of-municipal-development-plan>