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Background Information

A. INTRODUCTION

Castle Mountain Resort (CMR) is a regional ski facility that has been operating in southwestern Alberta since 1966. The resort is currently owned and operated by a group of 150 shareholders with a vested interest in maintaining a regional ski area in southern Alberta. Given the history of the resort, the shareholders understand the importance of providing a top quality product that meets the needs of a competitive ski market. The plan presented in this document focuses on the following key elements:

1. Providing a more balanced level of difficulty so that the resort meets the needs of diverse skier abilities,
2. Developing appropriate infrastructure that will allow the resort to balance skier visits throughout the week. The resort can then become more economically viable through more efficient use of its infrastructure.

This document is intended to be an Area Structure Plan in accordance with provisions of the Municipal Government Act. CMR lies within the boundaries of the Municipal District of Pincher Creek which requires Area Structure Plans to assist in the management of land use activities within certain areas of its jurisdiction. Upon the adoption of this Area Structure Plan, further subdivision and development at Castle Mountain Resort will be facilitated. This document is not intended to provide site-specific development or architectural plans but will outline land use and development concepts to achieve economic and environmental sustainability.

B. PLAN PREPARATION & STAKEHOLDER ENGAGEMENT PROCESS

1. Plan Preparation

The CMR Board of Directors started preparing this plan in the spring of 2000. They engaged the following technical advisors to assist them:

- Brent Harley & Associates (Ski Area Plan)
- Jim Buckingham (Ski Area Plan)
- Interior Reforestation (Ski Run Construction and Reclamation)
- E2 Environmental Alliance (Environmental Review)
- Matrix Solutions (Water Resources)
- Mercon Engineering (Infrastructure)

- McElhanney Engineering (Infrastructure)
- Randell Consulting (Stakeholder Engagement Process)
- Plains West Planning Services (Land Use Planning)

The Plan has also involved stakeholder engagement including:

- Season ticket holders and day-use skiers
- Shareholders and leaseholders
- Municipal District of Pincher Creek Council
- Town of Pincher Creek Council
- Economic development & tourism interests
- Environmental and conservation interests

A description of the process is found in Appendix 2 together with the detailed comments from stakeholder groups.

2. Stakeholder Priorities and Issues

- a. The stakeholder consultation process has enabled the CMR Board to identify the following resort priorities:
 - i. develop sufficient housing to finance infrastructure and capital improvements which are critical for economic stability and long-term viability of the resort
 - ii. expand beginner and intermediate ski terrain
 - iii. develop sufficient on-hill accommodation to develop and enhance mid-week and multi-day skiing
- b. The stakeholder engagement process also revealed concerns relating to the environmental impact that a large-scale development would have.
- c. Thus two conflicting positions have emerged that influenced the proposed Area Structure Plan:
 - economic and recreational benefits associated with improved and expanded resort facilities
 - versus
 - preservation of wilderness areas and limited resort development.
- d. In recognition of these conflicting positions, CMR proposes a small scale development that attempts to balance resort development and environmental preservation as follows:

- i. confining "resort core" development to that required for long term sustainability on existing titled lands;
- ii. developing only on the west side of the Westcastle River;
- iii. not developing golf courses or other high impact summer uses;
- iv. maintaining a compact development footprint and limiting commercial development; and
- v. utilizing appropriate environmental planning for the resort.

C. CASTLE MOUNTAIN RESORT GOALS

Based on information gathered from the stakeholder meetings and its technical advisors, the Board of CMR has identified the following goals for the resort:

1. To develop and maintain viability of the resort as a competitive ski area through:
 - a. promoting quality skiing
 - b. recognizing development limitations and integration of locational attributes
 - c. expanding ski terrain on Haig ridge to accommodate beginner and intermediate skiers
 - d. provision of basic amenities desired by users.
2. To establish sustainable development that will ensure the long term stability of resort operations by:
 - a. minimizing debt obligations
 - b. expanding residential development to fund infrastructure improvements now and in the future
 - c. designing the resort for optimal use of infrastructure and capital improvements.
3. To co-operate with other interest groups in the vicinity by:
 - a. avoiding interference with access to adjacent wild land areas
 - b. encouraging and promoting managed use of natural resources
 - c. limiting development to that required for long term sustainability
 - d. maintaining the primary function as a ski facility.

D. SITUATION ANALYSIS

1. History

The Westcastle region has undergone 3 previous periods of development activity from the 1960's until the current resort period (refer to Appendix #1 for additional information). Most recently, Castle Mountain Resort Incorporated was formed by a group from the Westcastle Supporters Association

(W.S.A.) who purchased the ski hill in an effort to make the resort viable on a long-term basis. Since 1996, CMR investors have made substantial improvements to the resort, including:

- installing 2 new chair lifts
- replacement of the day lodge
- expanded ski terrain
- phasing-out the trailer village
- upgrading the water system
- installing a wastewater treatment system.

Since CMR has taken over the resort and made these improvements, annual skier visits have increased substantially.

2. Site Location

Castle Mountain Resort is located just east of the continental divide along the border between Alberta and British Columbia. CMR is a part of the Municipal District of Pincher Creek, approximately 40 kilometers southwest of the Town of Pincher Creek. The resort is positioned in the Westcastle Valley surrounded by Gravenstafel Mountain, Barnaby Ridge and Haig Mountain and is about 25 kilometers northwest of Waterton National Park. The property lies within the N.E. ¼ of Section 24 and the S. E. ¼ of Section 25; Township 4; Range 4; West of the 5 Meridian (refer to Maps #1 & 2).

3. Resort Ownership and Land Base

a. Ownership

Within the resort boundaries, CMR owns 44.65 acres and leases 19.25 acres from the M.D. of Pincher Creek west of the Westcastle River. Numerous residential and commercial leasehold lots have been created by plan of subdivision for leasehold purposes. These leases have facilitated complementary village development on resort lands at the base of the ski hill (refer to Map #4).

b. Additional lands

The M.D. of Pincher Creek also owns a 18.06 acre parcel on Haig Ridge and a further 38.5-acre parcel lying east of the Westcastle River at the toe of Barnaby Ridge. This land was acquired for ski resort development during an earlier phase of ski hill development. The Province of Alberta has stipulated that these lands must be utilized for ski resort development.

c. **Ski Area and Adjacent Land Leases**

Through a License of Occupation (LOC) with the Provincial Government, CMR leases approximately 2,500 hectares of land on Gravenstafel Ridge and Haig Ridge. The lease encompasses lands that have been historically intended for ski terrain expansion. CMR has applied for an expanded LOC to allow for improved lift-serviced skiing on both Gravenstafel and Haig as well as non lift-serviced skiing on Haig (i.e. cat skiing and guided backcountry skiing).

4. Site Considerations

The ski resort lies on a small land base in the narrow Westcastle Valley with Gravenstafel Mountain on the west and Barnaby Mountain on the east. A wetland ecological reserve to the east and north as well as Gravenstafel Creek to the south further restricts the site. The existing development footprint is small, thus limiting future growth alternatives (refer to map #3).

5. Physical and Environmental

a. **Snow**

The CMR ski area receives an annual average snowfall of 525 cm. Snow pack is heavily influenced by strong Chinook winds that can be both beneficial and detrimental to skiing. Snow management is a major consideration in both on-hill and resort core areas. Packing fresh snow to maintain a consistent ski base is essential. This also becomes necessary on some ski runs that experience snow loss or accumulation from strong wind conditions.

Parking areas can become extremely slippery during fluctuating temperature conditions at the resort. Because of the desire to maintain high water quality for downstream use, careful attention is paid to snow plowing and storage. Heavy snowfall also requires careful attention to building and roof structures, thus many of the newer buildings have adopted a steeper pitch and use a metal roofing material in response to snow loading conditions.

b. **Avalanche areas**

The risk of avalanches affecting the resort core and ski slopes is mitigated by trained, skilled staff who monitor and control snow accumulation. Village development is concentrated in low risk areas.

c. **Wind**

Prevailing winds differ between lower and higher elevations. The higher elevation winds are predominantly west-southwest while lower elevations experience more south-southwest winds that are influenced by valley topography. Wind velocity also varies significantly from the exposed slopes on the upper mountain to the protected areas on the lower slopes and valley floor.

d. **Flood Plain**

The 1:100 year flood plain of the West Castle River lies along the east boundary of the resort. This is recognized by a Special Places 2000 designation and will not be considered for development. The nearest resort development is 1 meter above the established flood plain contour.

e. **Forest Conditions**

Fire is a constant potential hazard within a forest environment. Although this is an unlikely event during the ski season, dry spells in the summer pose a threat to the resort. CMR has installed fire hydrants throughout the resort, has formed a volunteer fire-fighting unit, and is working with the Municipal District to enhance its firefighting readiness. In addition, Alberta Forestry began work on a firebreak south of the resort in 2000.

f. **Wildlife**

CMR is located in a rich and diverse wildlife area. The Westcastle Valley provides habitat for large mammals including bears, moose, elk, deer and cougars. The primary movement corridor for the larger species is along the lower slopes of Barnaby Ridge on the east side of the valley. Numerous small mammals also populate the area as do a wide range of birds. The Westcastle River provides habitat for Bull and Cutthroat Trout (refer to CMR Environmental Impacts and Mitigative Measures – pages 16 and 17).

6. Land Use and Existing Development

a. **Residential**

There are a total of 88 building sites designated for residential development (refer to map #7):

- i. Phase 1 residential area -55 leasehold lots. This area was originally designed as a mobile home park to meet leasehold and development requirements. Subsequent development approvals have resulted in a majority of the housing being conventional wood-frame construction. These lots were developed in 1996.

- ii. Phase 2 residential area - 33 leasehold lots. These lots are required to have conventional wood frame dwellings built on them. Of these dwellings, 31 are required to be substantially complete in 2001.
- iii. During the ski season and to a lesser extent in the summer, CMR provides space south of the parking lot along the south edge of the main parking lot for approximately 50 recreational vehicles (R.V's). These camping sites are serviced with power only while water, washroom and shower facilities are provided in a centrally located washhouse facility.
- iv. Four staff housing units owned by the resort are located in an area deemed to be suitable for future commercial purposes and will be phased out when the site is required for development.

b. Commercial

- i. The award winning day-lodge¹ is the largest structure at CMR. This 12,000-ft.² (1115 m²) multi-purpose facility was operational at the beginning of the 1999-2000 ski season. It houses a cafeteria style restaurant, large dining room and restrooms. The walkout basement beneath the day-lodge houses the ticket office, administrative offices, staff room and additional guest areas.
- ii. Adjacent to the day-lodge is a three-storey building containing the ski-rental shop, retail space and owner/staff residences.
- iii. Completing the commercial development is the T-Bar Pub and Grub. This 1500 sq. ft. restaurant and bar features casual dining and is open throughout the ski season and on weekends during the summer and fall.

c. Support facilities

- i. The primary maintenance compound is located at the southeast corner of the main parking lot.
- ii. CMR's two storage areas are situated on either side of the entrance.
- iii. The residential solid waste disposal area is situated at the south end of the parking lot and consists of approximately six dumpster-style collection containers.

¹ The CMR daylodge was recognized in 2000 by Ski Canada as the best new day-lodge in the Country.

- iv. The “washhouse” building, a shower and laundry facility for recreational vehicle users, is situated within the residential area near the southwest corner of the main parking lot.
- v. The commercial area also includes the first-aid building with ski-patrol accommodation and support facilities.

7. Ski Hill Development

The base elevation of CMR is 1410 meters and the top elevation is 2273 meters thus resulting in a vertical rise of 863 meters. The existing development provides over 1600 acres of ski terrain.

i. Ski lifts

Ski terrain is accessed by 5 lifts including a triple chair, a double chair, two t-bars and a handle tow.

ii. Terrain

CMR is generally regarded as a hill for advanced skiers and somewhat intimidating for novice and beginner skiers. Of the existing 59 ski runs at the resort², 36 are black diamond or advanced level (62.1%); 17 are blue or intermediate runs (29.3%) while the remaining 5 are green beginner runs (8.6%). When compared to the recommended ski industry standard of 20% expert/advanced, 60% intermediate and 20% novice/beginner, it is evident that a wide discrepancy exists between existing and desirable terrain. This discrepancy also means that CMR is currently unable to attract a significant proportion of the ski market.

iii. Snow making

There is currently no man-made snow making at CMR.

iv. Ski terrain use

The average ski season duration is approximately 115 days. The resort accommodated approximately 62,000 skier visits in the 1999-2000 season; however in 2000 – 2001, skier visits dropped to 41,000. This was due to the poor snow conditions that were experienced throughout western Canada.

The majority of ski use is concentrated on weekends and ranges from 1000 to 1600 skiers per day on the busiest days (refer to Appendix 8). Mid-week use relies heavily on school outdoor

² Some ski runs have been cut on Haig Ridge but are not currently accessible except through cat-track machine or hiking.

education programming and draws young skiers from as far north as Calgary and as far east as Saskatchewan. Continued ski hill viability requires some growth in the mid-week use but is hampered by the lack of on-hill rental accommodation and the lack of more novice and intermediate terrain.

8. Development Thresholds and Skier Market Characteristics

1. Current Population

For planning purposes, 3.5 persons per housing unit is used to project future populations. With 88 single-family dwellings, the current peak population of this component of the resort is estimated to be 308 persons.

The seasonal recreational vehicle (RV) area houses some of the resort employees as well as regular users of the resort. For planning purposes, the figure of 2 persons per RV dwelling unit is used to determine current and projected future population. With 50 units, an additional 100 persons are estimated to inhabit the resort on a seasonal part time basis.

In addition to the above, the following housing for approximately 28 persons is present at the hill:

- 2 apartments in the Alpenland Building @ 3 persons per unit for a total of 6 persons
- 2 units in a CMR owned duplex @ 2 persons per side for a total of 4 persons
- 2 CMR mobile homes @ 3 persons per unit for a total of 6 persons
- 1 recreational vehicle @ 2 persons
- dormitory facilities in the Ski Patrol Building @ 10 persons (weekend use only)

2. Phase I and Phase II Build-out Projection

Build out of the 88 single-family dwelling lots approved to date, combined with the 100 persons estimated to occupy the R.V. area³ and the 28 persons in CMR and Alpenland housing, the total seasonal peak weekend population would be 436 persons.

3. Skier-market Characteristics

Beginner, novice and intermediate skiers and boarders represent 80% of the skiing and snowboarding market. CMR is renowned for and is dominated by its advanced and expert terrain (approximately 80% of CMR terrain is classified advanced). Thus a significant component of the

³ This figure will also likely be modified once a larger, alternative RV area is established.

skiing public is precluded from skiing at CMR. What is lacking is sufficient intermediate and beginner terrain to more closely align CMR with the skier market.

Increasing the number of novice and intermediate skiers and snowboarders offers the greatest opportunity for growth in CMR's business. The development of lift serviced novice and intermediate terrain is a critical element of CMR's plan to increase skier visits.

4. **Comfortable Carrying Capacity**

Comfortable Carrying Capacity (CCC) is a ski industry concept referring to the number of skiers/boarders that a mountain can accommodate per day, in a fashion where guest experiences match their expectations, while having the least amount of impact on the physical environment. The CCC normally influences the amount of base area development and lift infrastructure necessary to establish an economically viable resort.

The industry consultants retained by CMR estimated a comfortable carrying capacity of 3,000 peak daily skiers (refer to Appendix 4). The CMR vision statement contemplates a premium quality ski experience without congestion or high densities. Accordingly, CMR has chosen to maintain a lower carrying capacity than would normally be considered by industry standards. CMR has designed this Area Structure plan to provide facilities to accommodate 2,400 peak daily skier visits. This lower carrying capacity is referred to as the CMR-CCC.

To facilitate the CMR-CCC, Castle Mountain Resort will limit uphill capacity, the amount of parking, the amount of residential accommodation and the type and amount of commercial support facilities.

E. ENVIRONMENTAL CONSIDERATIONS

1. Background

The 1992 Vacation Alberta application to expand the current location into a four-season resort triggered an extensive Environmental Impact Assessment (EIA) and review by the Natural Resources Conservation Board (NRCB). Given the four-season nature of the Vacation Alberta proposal at the time, the potential for regional and cumulative impacts was considered significant. The east side of the valley was identified as critical for wildlife movements and the amount of water withdrawal posed potential impacts on fish populations in the Castle River. The Vacation Alberta proposal was subsequently abandoned.

The Vacation Alberta EIA and NRCB decision has been reviewed by E2 Environmental Alliance (E2) to identify environmental issues that might also relate to the more modest expansion of the existing ski facility proposed by CMR. In consideration of environmental and wilderness concerns, CMR has developed this Area Structure Plan so that:

- a. Winter activities are emphasized rather than a four-season resort development in order to minimize impact on wildlife
- b. There will be no golf courses
- c. Development is restricted to the west side of the West Castle River
- d. Housing construction and commercial development is limited to the existing titled lands to preserve a wildlife corridor
- e. Lodge and hotel accommodation is designed to meet mid-week demand. High weekend and holiday demands will be met outside of CMR, in the Town and Municipal District of Pincher Creek and the municipality of Crowsnest Pass
- f. Snow making requirements will be minimized
- g. Commercial development will be restricted to the resort base area. It will be architecturally controlled, complementary to the ski resort and appropriate to the seasonal nature of the resort
- h. Development and management of the resort will be guided by an Environmental Management Plan.

2. Environmental Issues Mitigation (refer to table on the next page)

Castle Mountain Resort Environmental Impacts and Mitigative Measures

Subject Component/ Activity	Features	Potentially Impacted Component	Nature of Impact	Mitigation	Comments
Operation Period	Dec.- Apr.	Spring foraging sites	Human activity & sensory disturbance	Restricted activity Education	CMR activity concentrated in development site avoiding critical habitats; skiing activity restricted to 5 winter months.
Accommodation Units single fam. dwell. multi-fam. dwell. staff units hotel(s) lodge hostel RV sites ⁴ Total	103 ⁵ 92 - - 15 15 - 225	Fish Bears Coyotes Foxes	Water draw down Mortality sink through conflicts with humans.	Regulated water withdrawal Reduce attractions by quality waste management Pet controls Visitor education	CMR's proposal will not significantly affect water resources. Accommodations are contained within the resort core. Environmental Management Plan addresses waste handling and wildlife attractants.
Facilities Development Area	31 ha.	Bears Vegetation Riparian	Mortality sink Removal Contaminants	Waste management Pet controls Visitor education Minimal clearing Drainage control	See above. CMR proposes minimal new clearing; most development to occur on existing parking lot. Riparian buffer zone will be maintained and site grading and drainage control will protect riparian areas.
Ski runs: Current Proposed	36 ha. 26 ha.	Vegetation Bears	Removal Scalping & compaction Denning & spring/fall foraging	Hand clearing where necessary Survey & avoidance of important sites (e.g. rare plants, nests, den sites) Minimize clearing Leave ragged edges, snags & residual blocks Stabilize disturbed sites with quick growing nurse species Restore disturbed areas with native vegetation Salvage useable timber.	This site has a higher snow load which contributes to deeper base thus protecting ground vegetation. CMR clearing and grading operations will include onsite biological surveillance.

⁴ CMR Recreation Vehicle sites are seasonal only and not included in the total number of resort units.

⁵ Includes staff oriented caretaker suites

Ski lifts: Current New	5 1	Vegetation	As above	As above	
Skiers: Current/day max. Projected/day max. Annual	1,400 2,400 100,000	Bears (spring)	Mortality sink	Monitor bear use Close down slope/lift Education	Bears are rarely seen in the ski area in March.
Electrical	System improvements Possible self-generation	Birds	Collisions Electrocution	Pole design	CMR proposes few new poles
Gas/propane	Propane on site	N/A	N/A	N/A	CMR proposes no new gas supply
Parking: Current Proposed	500 700	Vegetation	Removal of vegetation	Maintain buffers around river and streams	CMR proposes minimal clearing and no intrusion into existing riparian buffers.
Highway 774 upgrade	None	N/A	N/A	N/A	CMR proposes no upgrade at this time
Water demand: Snow making Domestic Total	31,000 m ³ /yr. 33,575 m ³ /yr. 64,575 m ³ /yr.	Bull & Cutthroat Trout Invertebrates & algae Wetlands Riparian	Stream sedimentation Reduced water flow affecting spawning & over-wintering Over harvest Chemical contamination	Buffer along river and streams Erosion and drainage control during & after construction Emergency Response Plan (EMP) Regulatory action Monitoring water levels	CMR proposal will not increase harvest pressure on fish stocks. CMR water demands will not significantly affect stream flows and are approved and regulated by Government. CMR's aquifer pumping will normally be less than 1,000 m³/d. Alberta Environment Approval # 188777-01-00 granted CMR approval to construct and operate a Class 1 waste water treatment plant with treated waste water discharge to an irrigation system and area. CMR has had a Water Use Analysis study prepared by Matrix Solutions Inc.
Solid waste	775 m ³ /yr.	Bears	Conflict with humans Mortality sink	Bear-proof containers Regular Disposal (EMP)	CMR waste handling operations will conform to the Environmental Management Plan
Sewage	33,575 m ³ /yr.	Vegetation	Improved growth with irrigation	Monitoring program	CMR has had a Wastewater Collection, Treatment & Disposal study prepared by Mercon Engineering Ltd. Existing sewage treatment facility is approved and regulated by Government.

3. Environmental and Safety Operations Manual

Castle Mountain Resort is preparing an Environmental and Safety Operations Manual that outlines standards and procedures to minimize any environmental impacts from resort facilities and operations as well as to provide a high level of public and employee safety. The manual is intended to be used for many purposes including orientation and training of employees. As a reference resource, the manual will be modified and improved whenever knowledge and experience demonstrates that there is a better way of doing things.

CMR will require all employees to comply with the measures outlined in the Environmental and Safety Operations Manual. Employees will be strongly encouraged to report any situations that pose a threat to the environment or to personal safety that are not covered in the manual and to make recommendations to improve such situations.

4. Environmental Risks

Whenever people enter the natural environment, there is a possibility that they will create some impact. When the number of people increases and when facilities are constructed, that possibility is elevated. Severity of impact depends upon several factors including facility location, facility design and facility operation. CMR will minimize the risk of environmental impact through careful location, design and operating procedures.

The Plan

F. SKI-TERRAIN DEVELOPMENT

1. Ski terrain Improvements

Immediate improvements are warranted to improve the ski terrain for beginner and novice skiers. The following improvements have been identified as those that will most efficiently expand the beginner, novice, and intermediate terrain at CMR⁶:

- a. installation of a new beginner chair at the north end of the existing village development
- b. installation of a new chair lift on Mt. Haig, with a base terminal near the existing day-lodge
- c. relocation of the Barney Handle Tow to the beginner pod on the north end of the existing village.

2. Ski corridors

Preserving potential ski corridors to undeveloped terrain is vital the implementation of this plan and success of the ski operation at CMR. Even though it may not be possible in the immediate future to expand into new terrain, corridors have been identified and will be protected from development.

3. Haig Ridge

Several terrain analyses have confirmed that the terrain on Haig Ridge has a predominance of novice and lower level intermediate terrain. Through consultations with ski area design experts, CMR has determined that the development of novice and intermediate terrain on Haig, best addresses the lack of this type of terrain at the resort (refer to Maps #5 & 6). Snow deposition on Haig has been studied on several occasions and has been determined to be 30% to 50% greater than at the same elevation on Gravenstafel. The accumulation of snow is affected by increased snowfall farther up the valley as well as by wind deposition.

⁶ Castle Mountain Development Considerations And Base Area Concept Critique February 10, 2001; Brent Harley & Associates Inc., The Resort Planning Group.

G. RESORT DEVELOPMENT

1. Development Objectives

To ensure its long-term viability, CMR must attract more skiers to the resort. To attract more ski visitors, resort base expansion that is complementary to ski terrain improvements will need to occur. CMR believes that 100,000 skier visits per year is attainable. Commercial overnight accommodation in various forms is one of the mechanisms by which CMR will achieve this goal.

a. Resort Visitor Determination

To determine total visitor numbers, a scenario based on skier visits and accommodation unit assumptions was developed. These calculations combine skier visits and overnight accommodation visits. In summary, the projected total number of resort users at full build-out, in accordance with the ASP, is expected to be 141,980 annual visits based on 100,000 annual skier visits. Detailed calculations are provided in Appendix # 7.

b. Mid week and multi-day skier accommodation

- i. To accommodate overnight resort visitors in accordance with CMR-CCC, the resort should provide between 750 and 900 beds, which equates to 225 housing units. These units will include existing permanent housing units plus a combination of multi-family units, a lodge and a hostel (refer to Appendix #6 for definition of terms).
- ii. Given that there are currently 88 units, CMR plans to develop the minimum number of units to achieve its goals, with a maximum of 137 new housing units being built.
- iii. The plan does not contemplate the resort accommodating all skier visits at the resort. Operators in Pincher Creek, the Crownsnest Pass and the surrounding area would continue to have an opportunity to provide additional accommodation to meet skier demands.

c. Complementary Base Development

At build-out, CMR is expected to have a peak day capacity of approximately 2,400 skiers. This is likely to occur only a few times each season as demonstrated by user characteristics identified in Appendix #8. CMR will, however, require an adequate supply of complementary base area facilities to meet skier needs. These may include additional retail, recreational and dining venues.

2. Land Use Concept

In response to resort accommodation requirements, residential densities will become more concentrated than at present. Commercial uses that are complementary to the ski experience may be attracted to the base area. Parking will be accommodated in several new ways to create a new development zone and to respond to the various facets of new or changing development. Corridor protection zones for improvements to ski facilities with base area surface requirements may also be required. Some uses such as the “Recreational Vehicle Park”, will be relocated to facilitate a planned approach to siting and new construction. The land use mix in the future may include any or all of the types of development indicated in this section (refer to Maps #8 & 9).

a. Resort Core

The resort core would be the center of base area development and would function as the service and amenity focal point within CMR. The amount and type of core area space has a direct relationship to the CMR-CCC.

- i. The manner in which the resort core is designed and the types of facilities established will determine the character and ambiance of the resort. Attention will be paid to the amount and placement of new construction.
- ii. A design capacity of 2,400 skiers per day will require 2,600 m² (28,000 ft.²) of commercial space. Taking the existing day lodge, restaurant and retail shop into account, CMR currently has approximately 2,050 m² (22,000 ft.²) in place, thus an additional 550 m² [6,000 ft.²] will be required at build out (refer to Appendix 4).
- iii. Ski support facilities will include:
 - administration/ticket sales
 - lockers
 - ski patrol
 - ski school
 - rest rooms
 - day care

- iv. The following commercial services and amenities could be included in the estimated 2050 m² (22,000 ft²) of commercial space:
 - restaurants & dining facilities
 - retail
 - pubs & lounges
 - recreational centre
 - arcades & amusement facilities
 - personal services
 - financial services (i.e. bank machine)
 - medical services
 - offices
 - meeting facilities
 - visitor information centre

b. Commercial Accommodation and Residential Development

The most convenient and economical site to develop accommodation is the existing parking lot and current seasonal recreational vehicle (R.V.) camping area. Development will require relocation of part of the parking lot as well as the R.V. sites and washhouse. The following provides a brief description of future housing types, characteristics and expectations:

- i. Residential:
 - a. future housing unit mix will be determined following a market analysis and may include: single family housing units (including caretaker suites), design-built two-family dwellings tri-plexes, four-plexes, six-plexes or eight-plexes
 - b. architectural design guidelines will be enhanced to ensure that an improved standard or quality of presentation is established throughout the base area
 - c. numbers of units will coincide with and complement the CMR - CCC of the ski capacity of 2,400 skiers per day
 - d. the amount of residential infill to be developed will take into account existing and committed developments.

ii. Commercial accommodation:

Commercial accommodation is envisioned to include a lodge or small hotel, a hostel and residential units as part of new or existing commercial buildings. Excess space in commercial buildings may also be suitable for a limited number of housing units or caretaker suites.

(a.) Lodge

- a lodge /small hotel of up to 60 rooms, would be located in the village core
- it will provide higher end accommodation at the resort
- industry surveys show that guests want to be as close to the skiing as possible
- incorporation of additional dining and guest services is contemplated.

(b.) Hostel

- a dormitory-like hostel facility of about 15 rooms is envisioned
- a hostel would provide accommodation for school groups, race clubs, and other younger users
- placement of a hostel should be in a less prominent location than the lodge but within the resort core.

Combined Residential and Commercial Accommodation will not exceed 225 housing units.

iii. Recreational vehicle park

Recreational vehicles provide non-permanent seasonal, low cost accommodation for the resort. Upon redevelopment of the existing R.V. area, a new site of at least 50 stalls will be constructed. The final location will be determined upon finalization of the utility zone setback requirements and the final location of the maintenance facility.

The new facility would continue to be seasonal, meaning that R.V. units would not have connections to water and sewer services. To support the needs of R.V. users, a central common building would be constructed to provide toilet, shower, and possibly laundry, meeting area and kitchen-like facilities.

iv. Staff Accommodation

On hill accommodation for key staff is required for mountain safety, management and supervision. Upon expansion of the commercial core, the existing staff accommodation will be relocated. Additional staff accommodation will be provided by encouraging the development of caretaker suites that will be incorporated into the residential units.

The existing ski patrol building with its dormitory style accommodation will be relocated to improve ski corridors in the base area. Castle Mountain Resort believes that it is preferable to have the non-essential staff residing outside the resort in the surrounding

communities, but acknowledges that a limited amount of additional staff accommodation may be necessary to meet future resort needs.

c. Resort Parking: Requirements and Criteria

The parking lot is one of the key improvement areas for the resort. Approximately 3.4 ac. in area, the lot can accommodate just over 500 vehicles but is inefficient due to its current shape and slope. New parking areas will be built at the north end of the resort and will be designed to consider slope, snow removal, snow storage snow shedding from roofs and minimal tree clearing.

i. Main Parking Lot:

- a day-use parking lot for +/- 700 cars is required
- the main lot will be located north of the existing Little Foot T-bar lift
- the lot is within reasonable skier walking distance
- access to the Day Lodge and association with a resort focal point will encourage use of resort facilities during the day and while leaving the resort
- the lot will avoid lands with good ski-in/ski-out potential.

ii. Bus Drop-off and Parking Lot:

- a bus passenger drop-off area near the ticket office is designated for the resort core
- a parking lot for +/- 10 buses will be within a reasonable skier walking distance
- land located within the wastewater treatment facility (WWTF) setback adjacent to land currently leased to the M.D. of Pincher Creek for public parking⁷ is the preferred site
- a formalized and landscaped walkway is contemplated from the parking lot to the resort core.

iii. Core Parking:

- limited parking in the resort core will be maintained to accommodate lodge, hostel and mid-week guests
- approximately 186 parking stalls can be provided in the resort core
- a buffer will be established to separate parking from the residential areas.

iv. Residential Parking:

⁷ Development of a public area south of the resort for snowmobile parking would improve safety by reducing congestion and conflicting parking requirements.

- convenient parking for seasonal access to homes is required
- tree buffers will be maintained wherever possible
- allowances for snow plowing and storage are necessary
- a separate access off of Highway 774 for residential parking areas is planned
- approximately 54 parking stalls will be maintained on a portion of the south end of the existing parking lot for resident and visitor parking for the 39 residences which are inaccessible by wheeled vehicles during the winter
- additional residential development will include parking as part of the site planning and design to ensure it is both adequate and convenient.

d. Maintenance Compound

- i. A new maintenance compound will be required before residential development commences at the current location. The west side of Highway 774, north of the Little Foot T-bar behind the existing tree cover will provide direct road and snow access as well as screening the area from view.
- ii. To minimize the visual impact of the maintenance area and maximize the sense of arrival and the visual character of the resort, impact will be mitigated by maintaining as much natural cover as possible.

3. Traffic and Circulation

a. Traffic

- i. Traffic within CMR is greatest in the winter, especially on weekends, long weekends and holidays. Traffic is heaviest in the morning when the greatest number of skiers arrive for the day. Skiers tend to begin leaving the resort in the early afternoon but there is a second peak in the later afternoon when the remaining day-skiers depart. This peak is usually lower than the morning peak.
- ii. Overall, traffic will increase as the resort attracts more skiers. Naturally this increase will occur mostly during the winter, although some increase in summer traffic may also occur. As mentioned, CMR is trying to increase the mid-week skier visits and if successful, traffic will be more balanced throughout the week.

- iii. The CMR-CCC will also have an effect of limiting traffic since the development will be maximized at 2,400 skiers. Given past experience CMR expects this maximum will likely only be achieved 3 or 4 times per season at full build out (refer to Appendix 8).
- iv. It is estimated that on peak winter season days, at full build out, approximately 700 vehicles could arrive at the resort requiring day use parking. Three access points are proposed from Highway #774 to the expanded 700-stall parking lot situated opposite the WWTF. These access points are in addition to the existing resort core access area where 186 stalls are situated⁸.
- v. Traffic within the residential areas of the resort is very light since a large part of the resort is inaccessible during the winter. Summer traffic in the resort itself is primarily residential owners and their guests accessing their cabins. Most traffic on Highway 774 travels south of the resort to access other destinations in the valley.
- vi. It is a recommendation of this plan that secondary highway 774 be extended south of the resort for winter access. This will allow snowmobiles, cross country skiers and backcountry users with improved access to the valley and will minimize conflicts within the resort.

b. Circulation

- i. Within the base development area, access to most of the resort radiates from the parking lot. A system of roadways provides access to the residential area.
- ii. A 20-meter roadway provides access to lands owned by the M.D. at the base of Haig Ridge while all other roadways are on 12-meter rights-of-way. These lanes have not been designed for winter use by conventional vehicles, thus during the ski season many are closed and become part of the ski run network.
- iii. Highway 774 is the only actual registered road within the resort. The other access roadways are considered legal means of access to each of the leasehold lots⁹.
- iv. The “North Run” is an integral part of the ski trail system during the winter and provides summer access for ski lift maintenance on Gravenstafel Mountain. The “Cinch Traverse” provides a winter egress from the South Chutes as well as summer hiking and

⁸ It is anticipated that only a limited number of these stalls will be available for mid week skier use and for early weekend arrivals since they are intended for overnight visitors.

⁹ Within the meaning of the Subdivision and Development Regulation (pursuant to the Municipal Government Act) as approved by the Subdivision Authority.

maintenance access. A new trail system will be developed on Haig Ridge which will provide ski lift maintenance access.

- v. Additional resort access from Highway #774 will be required.
- vi. New roadways will be developed within the proposed resort core to provide circulation through the new residential development and parking lots.

4. Infrastructure and Utilities

a. Water Design Criteria And Requirements (Refer to Appendix #9).

i. The water requirements/design criteria for CMR development have been defined as follows:

- Day Use Skiers 15 Igpcd¹⁰
- R.V. Park Units 30 Igpcd
- Recreational Housing Units 50 Igpcd

ii. The Area Structure Plan uses a design criteria of 3.5 people per housing unit and an average 55% occupancy/usage factor over the ski season. In addition, the A.S.P. assumes 80% of the housing units occupants will be skiers.

b. Proposed CMR Water Requirements:

i. Water system requirements

To realize 100,000 skier visits annually, the CMR Area Structure Plan envisions a total of 225 housing units in the resort core and non-serviced R.V. sites. It is estimated that a peak winter season day will encompass 2,400 skiers. The design criteria maximum day water demand during ski season would be estimated as follows:

- | | |
|---|-------------------------------|
| • Housing units (225 units @ 3.5 ppu @ 50 igpcd @ 90% occupancy) | 35,450 Igpd ¹¹ |
| • R.V. Units (50 units @ 2.0 ppu @ 30 igpcd @ 90% occupancy) | 2,700 Igpd |
| • Resident use skiers (710 skiers – included in-housing & R.V. Units) | Incl. |
| • Peak day use skiers (1690 skiers at 15 igpcd) | 25,350 Igpd |
| • Total, estimated maximum winter day Water demand | 63,500 Igpd (290 m3/d) |

¹⁰ Imperial Gallons per Capita per Day

¹¹ Imperial gallons per day

ii. Metered Water Use - 1999/2000

(a.) In order to verify the design criteria, the 1999/2000 ski season was modeled as follows:

- Housing Units: 60 units with a density of 3.5 persons per unit assuming 50 Igpcd at 55% occupancy over a 114 day ski season = **658,350 Igal**
- Day Use Skiers: 51,133 @ 15 Igpcd = **766,995 Igal**¹²
- Total Calculated, Design Criteria Water Use Over 1999/2000 Ski Season = **1,425,345 Igal** (6480 m³)
- Actual Metered Water Use for 1999/2000 Ski Season = **1,391,500 Igal** (6325 m³)

(b.) As may be noted from the above, the design criteria calculated water use and actual metered volumes are comparable.

(c.) Continued analyses and reviews of ensuing years of Castle Mountain's metered water volumes, skier numbers, housing units, occupancy figures, etc., will provide CMR with a historical data base on which to draw conclusions as to the validity of the water design criteria.

c. Water Supply Source And Supply (Refer to Appendix #10)

The above maximum day water demand of 63,500 Igal equates to a supply rate of 44 ± Igpm. Alberta Environment's "Standards and Guidelines" note that "water supply should be designed for at least 110% of the projected maximum daily design flow". For CMR, the water well pumping system should ultimately be capable of a supply rate of approximately 50 ± Igpm. Any water supply source should be capable of meeting the resort's maximum day water requirements.

Well pump tests performed by Matrix Solutions Inc. (Matrix)¹³ concluded the 20-year yield of the CMR well would be 50 Igpm, using the lowest transmissivity estimate. The aquifer is also capable of producing 400 Igpm for firefighting or other short-term emergency needs. The projected maximum day demand of 50 ± Igpm can be readily supplied by the existing groundwater well source and aquifer. At the present time, CMR has one (1) groundwater well supplying its water needs. For security of supply purposes, and to assist in the emergency supply of firefighting flows, it is recommended that a new water well be completed at CMR.

¹² 10,534 Resident Skiers: included in housing units

¹³ Snowmaking & Firefighting At Castle Mountain Resort - Water Use Analysis by Matrix Solutions Inc., March 2001 (Appendix #10)

d. Fire fighting Water Supply

The Insurer's Advisory Organization¹⁴ recommends the ability to flow at approximately 800 Igpm (3640 l/s) for a duration of 1.5 hours. This would equate to a fire storage requirement in the order of 72,000 Igal. As noted, Matrix¹⁴ concluded that the aquifer is also capable of providing 400 Igpm for firefighting or other short term emergency needs.

e. Water Treatment

CMR's groundwater well is a deep well and is located away from any source of pollutants, flooding and/or direct surface influences. As concluded in the Matrix report, laboratory analyses indicate groundwater "that is of excellent quality for potable supply". No treatment of Castle's groundwater is presently being carried out. Although treatment of CMR's groundwater supply would not be required, Mercon Engineering recommend that disinfection, by means of chlorination, be undertaken to ensure safe, potable water in constructed storage and distribution mains.

f. Water Distribution System

Typically, a water distribution system is designed to supply and deliver peak hourly water demands or maximum day demand plus fire flows, whichever is greater. Further, the distribution system is designed to handle normal operating pressures between 350 kPa and 550 kPa (50 to 80 psi) under a condition of maximum hourly design flows. Water mains designed to carry fire flows should have a minimum inside diameter of 150 mm (6 inches).

The existing CMR water distribution system consists of 150 mm diameter mains, complete with fire hydrants, and meets the above design criteria. Future extensions to the system will be designed and constructed to continue to meet good engineering standards and guidelines.

g. Potable Water Storage

Potable water storage reservoirs are designed to provide sufficient volumes of storage to control distribution pump operation problems, to balance fluctuations in use demands, and to provide some capacity for standby/emergency purposes. In addition, where fire flows are to be provided, the water reservoir is designed to hold the necessary volume of water for fire fighting purposes.

¹⁴ Reference Report: "Snowmaking and Firefighting at Castle Mountain Resort – Water Use Analysis", prepared by Matrix Solutions Inc., March 2001

CMR is in a unique situation in that its area's groundwater aquifer is a major natural water reservoir. This aquifer/natural reservoir is capable of being pumped, for "firefighting and other short-term emergency needs", at a rate of 400 Igpm, thereby providing half (1/2) the fire flows. The other half (1/2) of the fire flow storage is required in a man-made structure. On the basis of the above, the potable water storage requirements for CMR Area Structure Plan developments, are calculated as follows:

- Fire Storage (400 Igpm for 1.5 hours) 36,000 Igal (aquifer)
- Equalization Storage (25% of 63,500 Igal) 15,875 Igal
- Emergency Storage (15% of 63,500 Igal) 9,525 Igal
- Total Constructed, Water Storage Requirement 61,400 Igal

CMR's present reservoir has a storage capacity of 20,000 Igal. Additional water reservoir capacity in the order of 41,400 Igal will be required to be constructed to meet the design calculated storage requirements. With the provision of additional storage reservoir capacity, the sequencing of CMR's water system operation under an emergency, fire situation would be as follows:

- Initial fire flow supply volumes provided from CMR reservoir to distribution system by means of gravity
- Emergency water supply from new groundwater well pumped to reservoir at 400 Igpm
- In the event of emptying of the reservoir, continued emergency water supply from well, at rate of 400 Igpm, until situation controlled.

h. Water System Summary

- i. Castle Mountain Resort has a proven potable water supply source with the capability to meet its existing and proposed Area Structure Plan developments.
- ii. It is recommended that a second groundwater well be completed to increase the security of supply and to allow for increased pumping/supply capacity under an emergency situation.
- iii. The existing distribution system meets good engineering standards. Any extension(s) would be engineered to the same standard. The gravity flow from the reservoir to the distribution system negates the need for a distribution pumping system and standby power.
- iv. The existing Castle Mountain water reservoir meets some of the equalization and emergency storage components. However, additional reservoir capacity is required to fully meet the equalization and emergency storage needs and satisfy fire storage requirements. Sufficient land area is available in proximity to the existing reservoir in which to add additional water storage, and at elevations to maintain gravity flow distribution.

i. Wastewater Treatment And Disposal System Summary

- i. To provide an insurance/safety margin in regards to CMR's wastewater treatment and disposal facilities, the wastewater flow design criteria used are the same as those previously defined for water supply requirements/demands.
- ii. CMR's wastewater lagoons system represents Best Practicable Technology. At present, less than 50% of the design capacity of the facultative lagoon is being used during the peak winter ski season. The existing wastewater polishing/storage cell has in place, the construction hydraulic capacity to accommodate all CMR Area Structure Plan development.
- iii. The disposal of treated effluent by means of an irrigation system has been approved by Alberta Environment approval No. 18777-01-00. The construction and commissioning of an irrigation system would realize the controlled discharge of treated effluent. Sufficient land area for irrigation disposal is available to accommodate the full CMR Area Structure Plan development.

5. Design Parameters

A finite base area exists within resort boundaries therefore maximization of the developable land is essential. This resort core area is essential to complement the ski hill. However, further base development must be realized in a manner that will not compromise ski terrain development. Coupled with space limitations, the resort requires significant aesthetic improvements. CMR wishes to ensure that new development and redevelopment occurs in a way that fulfils the CMR community vision. Thus it is essential to establish development objectives and design parameters to assist in accomplishing this goal. Improvements will also entail blending new and existing development.

Among the design parameters to assist CMR in achieving it's vision are the following:

- a. Skiing access and egress to Mt. Haig will be planned to ensure that this component is developed to it's maximum potential without developing a new base area
- b. Any planned beginner terrain development to the north of the existing base will be delineated to ensure plans for parking do not preclude the start up skier being accommodated.

- c. The base area development will:
- i. respond to the topography with all buildings and site modifications
 - ii. acknowledge environmental factors:
 - avoid sensitive ecological areas
 - preserve wildlife corridors
 - iii. create a “village” focal point or resort core, recognizing the linear nature of resort
 - iv. create a “sense of arrival” through gateway entrance features and include:
 - significant attention on landscape features
 - vegetative screening
 - coordinated entrance and information signage
 - v. provide underground servicing
 - vi. create pedestrian connections/walkways between parking lots, and activity areas as well as residential areas
 - vii. utilize distinctive architecture and finishing materials such as:
 - stone
 - heavy timbers
 - colourful metal roofing
 - x. split-up and landscape parking areas
 - xi. promote the pedestrian nature of the village by minimizing vehicle traffic and parking in the core area
 - xii. preserve dramatic views and sight lines.
- d. These features will be incorporated into the site planning and embodied in property leases where appropriate.

6. Conceptual Design

The attached Map 10 illustrates a possible conceptual design which incorporates the planning elements set forth in this section.

7.

H. SEQUENCE OF DEVELOPMENT AND REDEVELOPMENT

CMR would like to accomplish the build-out of its plan over the next 10 to 20 years. Weather patterns may likely be the primary influence on the pace at which CMR plans become realized. Good snow seasons will attract more skiers and provide some of the funding required to expand facilities. The CMR Board intends to make improvements to the resort that will attract skiers and create demand for complementary services. This is also intended to create value in the limited amount of developable property at the resort.

Following adoption of this plan, CMR will concentrate on building out the existing lots as its initial phase of development. Development of Haig Ridge may be required before additional residential development and commercial accommodation is constructed. This may also include a limited amount of redevelopment such as removal of mobile home and creating caretaker suites in existing housing units. Continued aesthetic improvements to the resort will be undertaken including at the gateway to the resort and around the wastewater treatment facility. Setback limitations from the wastewater treatment facility will be determined and the new recreational vehicle camping area and new support facilities will be constructed. Parking improvements will be gradually introduced along with the development of the new maintenance compound. As market conditions become conducive, the lodge/hotel will be developed either by CMR or investors. Similarly, the multi-family housing units will be brought on-stream as favourable investment conditions and visitor demand coincide.

I. PLAN IMPLEMENTATION

1. Approval Application Requirements

- a. The Municipal District of Pincher Creek has jurisdiction over the Area Structure Plan, zoning, subdivision, development and building permit approval processes for the titled lands in Castle Mountain Resort.
- b. Prior to the implementation of each phase of the Area Structure Plan, a Specific Development Agreement between Castle Mountain Resort and the Municipal Authority will detail infrastructure design and specification, location and size of commercial and residential lots, architectural requirements and other details.
- c. Subdivision applications will be made through the Oldman River Inter-municipal Service Agency on behalf of the M.D. of Pincher Creek. Such approvals would be in accordance with the M.D. Municipal Development Plan, the Castle Mountain Resort Area Structure Plan (CMR-ASP) and the M.D. Land Use Bylaw. Subdivisions would be via plans for leasehold purposes.
- d. A development permit is required for each proposed development at the resort in accordance with the Land Use Bylaw.
- e. A building permit would be required for all non-exempt construction in accordance with the M.D. Safety Codes Bylaw.
- f. In addition to the preceding application and approval procedures, the M.D. would be requested to withhold approval of any development that did not demonstrate the architectural control approval of CMR. This would help ensure that any proposed development met with the architectural control guidelines of the Resort.

2. Proposed Land Use Bylaw Amendment (Refer to Map #11)

To facilitate the development of the resort as contemplated in this Area Structure Plan, it will also be necessary to establish new land use districts and standards that pertain specifically to the CMR proposal. The following section outlines proposed land use districts each of which has a stated purpose and all of which support the primary purpose of the resort – skiing.

1. Resort Core District

i. Purpose:

The resort core is intended to establish the theme, character and ambiance of the resort and functions as the service and amenity focal point within CMR (refer to Map 11).

ii. Permitted Uses:

- restaurants & dining facilities
- retail establishments
- pubs & lounges
- arcades & amusement facilities
- equipment sales, rental, service
- personal services
- day care services
- financial services
- hostels
- commercial accommodation
- bed and breakfast facilities
- mixed-use residential
- ski facilities
- administration/tickets
- locker facilities
- ski patrol facilities
- ski and snowboarding school
- administrative offices
- medical services
- religious assembly
- tourist information centre
- rest rooms
- parking facilities

iii. Comprehensive Development Area:

On the Land Use Bylaw Map for CMR, the area indicated as Resort Core District, shall be subject to Comprehensive Siting Plan Requirements.

iv. Comprehensive Siting Plan Requirements:

- (a) an approved comprehensive siting plan shall be required prior to the subdivision and/or development of land in this district
- (b) all development shall conform to the comprehensive siting plan.
- (c) the comprehensive siting plan shall show:
 - (i) parcel dimensions
 - (ii) minimum setback dimensions
 - (iii) such other information as deemed necessary by the development or subdivision authority.

- (d) the comprehensive siting plan shall be evaluated and approved by the development or subdivision authority on the basis of the Development Standards outlined in this district. The development or subdivision authority may adopt additional guidelines as a further basis on which to evaluate the comprehensive siting plan. Both the Development Standards and any additional guidelines applied to the comprehensive siting plan shall be employed in the consideration of all subsequent development permit applications
- (e) aspects of a comprehensive siting plan may be waived. All other changes shall require an amendment to the comprehensive siting plan.

v. Development Standards:

(a) Resort theme:

The comprehensive siting plan should embody the resort theme in such design and land use elements as parcel or site configuration, building design efficiency, building form and efficient design of open areas for public uses.

(b) Appearance:

The exterior cladding and appearance of buildings should result in architectural integrity and visual harmony.

(c) Weather induced requirements:

Weather induced requirements to be addressed within the resort core include:

- (i) delineation and protection of pedestrian corridors
- (ii) snow removal
- (iii) ice build-up
- (iv) sheltering building masses
- (v) shelter of outdoor amenity areas from extreme winds
- (ii) solar access into public areas

(d) Residential development:

- (i.) The provision of privacy in residential areas and the avoidance of likely conflict between adjacent land uses shall be resolved through site design considerations such as building placement, visual screening and the adequate buffering and separation of potentially incompatible areas.
- (ii.) The residential density should not exceed 50 housing units/hectare unless sufficient plans and documentation indicate a proposal will not have an adverse impact on the resort core.

vi. Maximum Building Height:

All uses except accessory buildings: 3 storeys
Accessory buildings:

vii. Minimum Setbacks:

Setbacks for all uses shall be established for each parcel on the comprehensive siting plan, and shall address the minimum separation between buildings/structures on the same parcel as well as those on adjacent parcels.

2. Phase 1 Residential District

i. Purpose:

To facilitate redevelopment of the original residential area of the resort in recognition of development that occurred prior to the introduction of a development plan and of those buildings that were constructed after introduction of a development plan but prior to changes in the M.D. Land Use Bylaw (refer to Map 11).

ii. Permitted Uses:

The following uses shall be permitted within this land use district:

- single family housing
- duplexes on pre-designated sites
- bed and breakfast accommodation
- ski facilities

iii. Discretionary Uses:

The following uses shall be discretionary within this land use district:

- existing mobile homes
- additions to existing mobile homes
- caretaker suite within single family housing
- accessory buildings
- authorized multi-family housing
- parking facilities

iv. Development Standards:

In order to avoid future encroachments resulting from inadequate stakeout procedures, applicants will be required to provide a Real Property Report (survey) prior to development proceeding beyond the foundation stage.

v. Maximum Building Height:

- | | | |
|-----|--------------------------------------|-----------------------|
| (a) | all uses except accessory buildings: | 2.0 storey's and 10 m |
| (b) | accessory buildings: | 4.5 m |

vi. Minimum Setbacks:

- | | | | |
|-----|--------------------------|--|------------|
| (a) | existing dwelling units: | all separations shall be as indicated on the Plan For Leasehold Purposes (PLP) | |
| (b) | new dwelling units: | principle front yard | 1.5 meters |
| | | rear yard | 5.0 meters |
| | | Minimum separation of 5 meters between residences measured from foundation | |

3. Phase 2 Residential District

i. Purpose:

To facilitate development of the existing, newer residential area of the resort for single-family dwellings and other compatible uses (refer to Map 11).

ii. Permitted Uses:

The following uses shall be permitted within this land use district:

- single family housing units
- parks and playgrounds
- ski facilities

iii. Discretionary Uses:

- caretaker suite within single family dwelling
- duplexes on pre-designated sites
- accessory buildings
- parking facilities

iv. Development Standards:

In order to avoid future encroachments resulting from inadequate stakeout procedures, applicants will be required to provide a Real Property Report (survey) prior to development proceeding beyond the foundation stage.

v. Maximum Building Height:

- all uses except accessory buildings: 3 storey's
- accessory buildings: storage facilities are required to be part of the house

vi. Minimum Setbacks:

- new housing units:
 - principle front yard 2.5 meters
 - secondary front yard 2.5 meters
 - side yard 2.5 meters
 - rear yard 2.5 meters

4. Seasonal Residential District

i. Purpose:

To facilitate a planned approach to the relocation and site development of a new recreational vehicle park and complementary uses (refer to Map 11).

ii. Permitted Uses:

The following uses shall be permitted within this land use district:

- recreational vehicle park
- recreational living accommodation
- ski facilities
- washhouse facilities
- parks and playgrounds

iii. Discretionary Uses:

- parking facilities
- accessory building

vii. Comprehensive Siting Plan Requirements:

(a.) An approved comprehensive siting plan shall be required prior to development of land in this district, and

all development shall conform to the comprehensive siting plan

- (b) The comprehensive siting plan shall show:
 - (i) parcel dimensions,
 - (ii) minimum setback dimensions,
 - (iii) such other information as deemed necessary by the development or subdivision authority.
- (c) The comprehensive siting plan shall be evaluated and approved by the development authority on the basis of the Development Standards outlined in this district. The development or subdivision authority may adopt additional guidelines as a further basis on which to evaluate the comprehensive siting plan. Both the Development Standards and any additional guidelines applied to the comprehensive siting plan shall be employed in the consideration of all subsequent development permit applications.
- (d) Aspects of a comprehensive siting plan may be waived. All other changes shall require an amendment to the comprehensive siting plan.

viii. Development Standards:

- (a) Resort theme:

The comprehensive siting plan should embody the resort theme in such design and land use elements as: site configuration and the efficient design of open areas for public uses.

- (b) Appearance:

The exterior cladding and appearance of buildings should result in architectural integrity and visual harmony.

- (c) Weather induced requirements:

Weather induced requirements to be addressed within this district include:

- (i.) delineation and protection of pedestrian corridors
- (ii.) snow removal
- (iii.) ice build-up
- (iv.) sheltering building masses
- (v.) shelter of outdoor amenity areas from extreme winds
- (vi.) solar access into public areas

vii. Maximum Building Height:

- all uses except accessory buildings: 1 storey

viii. Minimum Separations:

- Recreational vehicle units: front yard 1.0 meter
side yard 1.0 meter
rear yard 1.0 meter

5. Medium Density Residential District

i. Purpose:

To facilitate development of resort visitor residential accommodations and other compatible uses (refer to Map 11).

ii. Permitted Uses:

The following uses shall be permitted within this land use district:

- tri-plexes
- four-plexes
- row houses
- town houses
- six-plexes
- ski facilities
- eight-plexes
- bed and breakfast accommodation
- lodge/small hotel
- hostel
- parks and playgrounds

iii. Discretionary Uses:

- duplexes
- single family dwellings
- accessory buildings
- caretaker suites
- parking facilities

iv. Maximum Building Height

- all permitted uses 3 storeys
- all discretionary uses 2 storeys

MAPS

APPENDICES