

HAMLET OF BRAGG CREEK

DESIGN CONTROL PLAN

APPENDIX B TO GREATER BRAGG CREEK AREA STRUCTURE PLAN

SEPTEMBER 2026

DRAFT FOR PUBLIC REVIEW

ROCKY VIEW COUNTY

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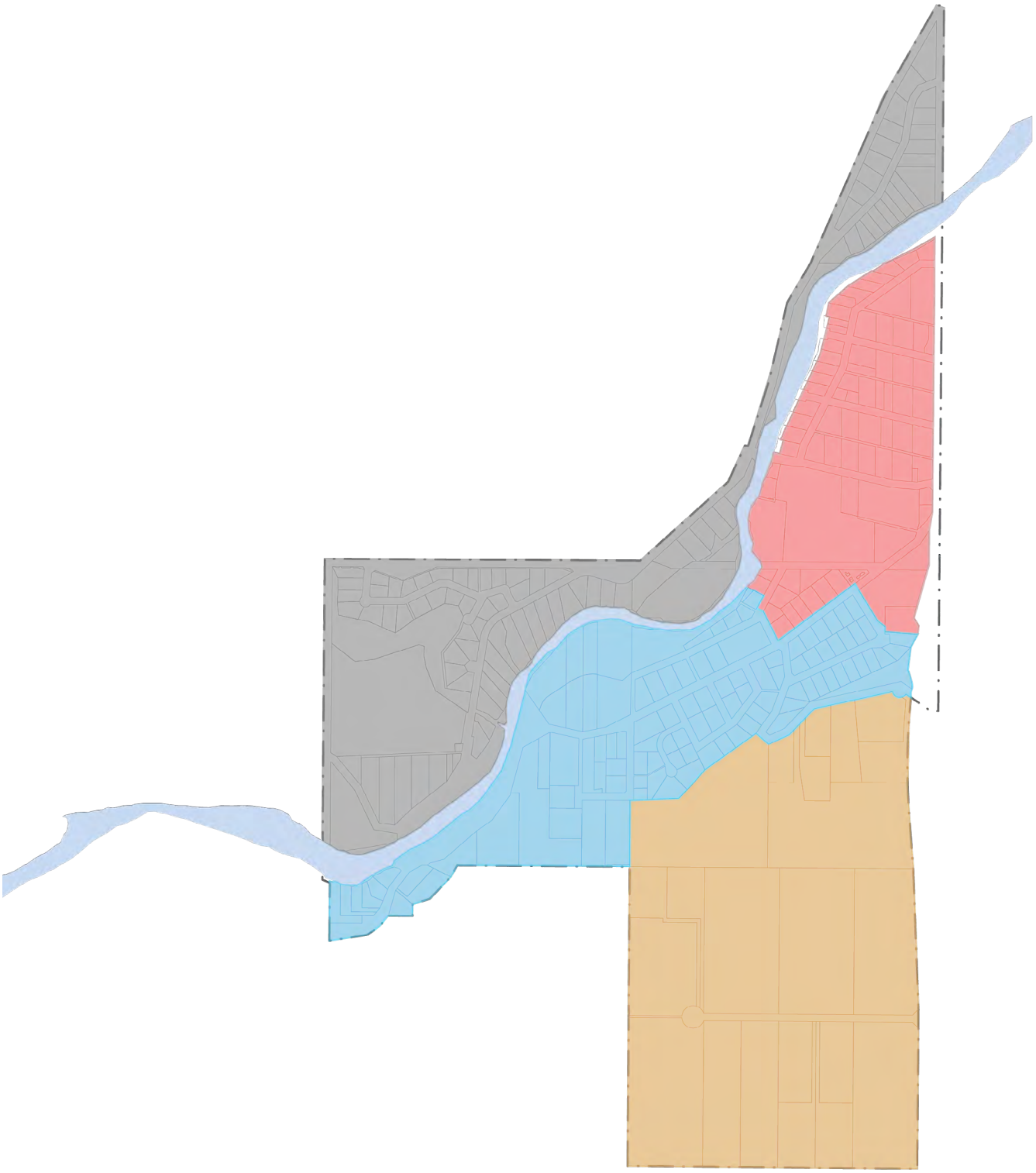
1.0 INTRODUCTION



1.1 PURPOSE

This Design Control Plan (DCP) provides direction and mandatory standards for new development, additions and alterations, streetscapes, public open spaces, and natural areas within the Hamlet of Bragg Creek. The standards aim to support the conservation of the natural environment and create an attractive, functional public realm. The standards facilitate a vibrant, inviting, and connected commercial core by addressing how buildings relate to each other, the public realm, and the overall physical appearance, ensuring a consistent community character. They also seek to improve the visual aesthetic of buildings and landscapes, reduce commercial sign clutter, and promote the integration of individual buildings to create an attractive, cohesive, and accessible public environment. The standards further emphasize resilience and safety, ensuring development supports long-term adaptability, community well-being, and protection from natural and human-made hazards. The ultimate goal is to guide appropriate development of private and public property to enhance Bragg Creek's unique character and sense of place.

1.2 APPLICATION

These Design Standards provide clear direction for all participants in the planning and design process. This includes:

1. Property owners and developers when preparing applications.
2. Rocky View County Administration when reviewing applications and undertaking public improvement projects.
3. Rocky View County Council and other relevant approval authorities when evaluating applications and public improvement projects.

The Design Standards apply to all properties within the hamlet. All development, regardless of use, shall comply with site planning and design standards, including tree management, fencing, and resilience design. Commercial, institutional, mixed-use, and multi-unit residential developments (greater than two units) shall comply with specific additional standards.



1.3 RELATIONSHIP TO OTHER POLICY DOCUMENTS

This document forms a part of the Bragg Creek Area Structure Plan, outlining statutory requirements for development in the Plan area. The requirements of this document are to be considered alongside the Rocky View County Land Use Bylaw and Rocky View County Servicing Standards. Altogether, these documents guide the physical design of buildings and streetscapes.

1. The Rocky View County Land Use Bylaw outlines appropriate uses and development regulations within each land use district.
2. Rocky View County Servicing Standards guide the technical design, preparation, and submission of plans and specifications for infrastructure like roads, servicing systems, and stormwater management facilities. Developers, designers, and planners should consult these standards in conjunction with any relevant policies and standards.

1.4 TERMINOLOGY

Within these standards, specific terms denote compliance levels:

1. “shall” or “must”: Indicates a mandatory design standard, reflecting required community desires with no flexibility.
2. “should”: Indicates a design standard that is strongly advised. Alternate actions may achieve the standard’s intention, but the advised action should be taken if no suitable alternative is determined. Disregard for the standard is unacceptable, and the applicant shall still respond with an acceptable equivalency or appropriate response.
3. “may”: Indicates that a choice can be made without negatively impacting the community’s identified balance of interests.

2.0 GENERAL PROVISIONS

2.1 DESIGN PRINCIPLES

The following design principles represent the community values that are the foundation for the hamlet design standards. These design principles reflect the vision in the Greater Bragg Creek Area Structure Plan, which was reaffirmed through the 2016 revitalization plan process and the 2025 Hamlet amendment process. Future development and community design shall uphold the following principles:



Natural: – promote the conservation and enhancement of healthy, diverse ecosystems, recognizing the intrinsic value as well as the significant community value they embody. Development will prioritize the local ecosystem, including mature trees, watercourses, wetlands, and topography, contributing to long-term ecological health.



Connected: – developments and site improvements that are designed to connect with the surrounding community in terms of pedestrian and vehicle linkages, main street linkages, and natural environment linkages.



Context-Sensitive: – promote the conservation, enhancement, and celebration of Bragg Creek's character, contributing to a distinct sense of place, with development built to a pedestrian scale that complements surrounding development. The built form will use natural materials to reinforce the hamlet's unique rustic aesthetic. New development will contribute to a cohesive community identity by drawing inspiration from prominent local landmarks while maintaining a sense of authenticity.



Safe: – promote the creation of safe and comfortable spaces for all members of the community through lighting, visibility, and security features.



Inviting: – buildings and public spaces that are designed to attract people and encourage them to stay, socialize and take part in the public life of the community.



Resilient: – consider the local environment and minimize the risks and costs associated with natural disasters, such as flooding and forest fire.



Sustainable : – promote the maintenance and well-being of the environmental, social and economic structure and values within the community for present and future generations.

2.2 BUILDING MATERIALS

Building materials play a significant part in the unique local character of Bragg Creek. The selection of materials is a reflection of the history of the community. Prominent local landmarks, such as the Bragg Creek Shopping Centre, represent the principles of the Western false-front architectural style adopted around the 1980s in the hamlet. Throughout the broader ASP area, the rustic mountain style represents the prevailing architectural form. The materials that form part of this palette were intentionally selected to reinforce this desired look and feel. The timber and stone materials emphasize a sense of local craftsmanship and homestead traditions. The natural elements integrate into the local landscape, reflecting the rugged terrain and mountain lifestyle that Bragg Creek embodies.

Materials chosen are to reflect a high level of quality, and should be durable, context-sensitive, and aesthetically pleasing. The intent of this section is to ensure a built form that resists degradation over time while presenting good craftsmanship and harmony with both existing buildings and the natural environment. The intent of these controls is to provide parameters for appropriate building design while enabling modern interpretations of the dominant architectural style in the locality.

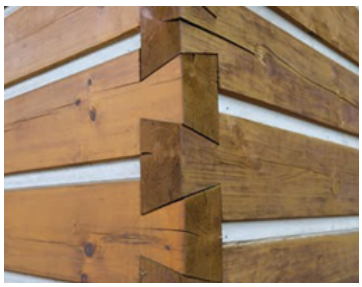
2.2.1 General

1. Building façades shall consist of natural materials, and be composed of one or two principal "base materials," and two or three possible secondary "accent materials".
   b. Base materials include logs and heavy timber, stone, and other materials deemed appropriate.
   c. Accent materials may include concrete, stucco, and others as deemed appropriate.
2. The use of vinyl, aluminum siding materials, and other materials that are not compatible with the surrounding environment, as deemed by the development authority, is discouraged.
3. Materials selected for a building's façade shall be high-quality, durable, easily maintained, complementary to one another, and appropriate for the building's architectural style.
4. Buildings should use natural, muted shades for primary materials. Brighter colours should be reserved for minor accents.
5. The treatment of wood should prioritize natural or transparent finishes that highlight the material's inherent grain and texture.
6. The appearance of all building sides shall be designed. Consistent exterior materials and colours should be used for all façades.

Note: Standards for Wildfire-Resilient Building Materials are detailed in the ASP.









2.3 FENCING AND WALLS

The intent of fencing and walls is to provide visual privacy and decoration, delineating boundaries between public and private spaces and complementing public-facing interfaces. However, a key aspect of human settlement in Bragg Creek is the close proximity between human residences and wildlife habitat. Fencing along private properties can create hazards and cause injuries for animals travelling to access food and water sources. Injuries sustained through these collisions can weaken an animal's chances of survival and lead to death, especially in extreme weather conditions. Consequently, both the County and landowners have a responsibility to implement fencing measures that enable the safe passage of wildlife.

Common considerations in implementing wildlife-friendly fencing include visibility, slope, and weather conditions. Smooth wire fencing creates visibility challenges for wildlife; however, fence markers can reduce wildlife collisions with fencing by 70% to 83%. Steep slopes will present an increased difficulty for animals to jump over fencing without injury. Where fencing is situated on a steep slope, further measures are necessary to ensure the safe passage of animals. Winter conditions, including snowfall, may exacerbate visibility challenges and existing physical barriers.

Generally, the following fencing conditions impede wildlife passage and should be avoided:

- Fencing that is too high for animals to jump over
- Fencing that is too low for animals to crawl under
- Wiring that is spaced too closely together, which can ensnare the limbs of an animal attempting to cross the fence
- Fencing that is low in visibility

Controls

2.3.1 Wired Fencing

1. The installation of wired fencing, including but not limited to chain-link, wire mesh, or similar wire-based fencing systems, is not permitted within the hamlet.
2. The use of barbed wire, including barbed top wires or barbed bottom wires, shall not be permitted on any new fencing under any circumstances within the hamlet.
3. Where existing wired fencing includes barbed wire at the top or bottom, the removal of such barbed wire should be undertaken to improve safety and appearance.
4. In areas where fencing is necessary for residential safety or property delineation, strategic wildlife openings or passage gaps shall be incorporated to maintain connectivity.

2.3.2 Shrub Fences

1. Shrub fences are permitted and encouraged as an alternative to constructed fencing in the Hamlet.
2. Shrub fences shall be planted using native or regionally appropriate species. Examples of appropriate species are provided in this section.
3. Shrub fences shall incorporate species diversity and not consist of a single shrub species.



Example of Shrub Fence

2.3.3 Post and Rail Fencing

1. Post and rail fencing is encouraged as a fencing option because it provides a high level of visibility to wildlife.
2. Post and rail fencing should consist of pressure-treated wood or metal posts, spaced 3 to 4.3 metres apart.

2.3.4 Picket Fencing:

1. Vertical elements (post and pickets) shall not have sharp points.
2. Pickets should allow small animals to pass either under or through.

2.3.5 Fencing and Wall Standards

1. Decorative fencing and walls should be compatible with the architecture of the built form in style, materials, and details.
2. Fencing should be constructed using high-quality, natural materials such as brick, stone, wood, shrubs, and metal. Vinyl and other low-quality substitutes shall be prohibited.
3. The height of the fencing shall be a maximum of 1.07 metres above the ground.
4. The lowest rail or pole of the fencing shall be a minimum of 46 centimetres above the ground.

Example of Wildlife Safe Fencing

2.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The intent of CPTED (Crime Prevention Through Environmental Design) is to enhance safety and reduce opportunities for crime through thoughtful design. By promoting natural surveillance, clearly defining spaces, controlling access, encouraging legitimate activity, and maintaining well-cared-for environments, CPTED fosters a sense of ownership and stewardship while discouraging criminal behaviour.

Controls

2.4.1 General

1. **Natural surveillance:** Clear sightlines, unobstructed views, adequate lighting, and avoidance of hidden spaces.
2. **Natural access control:** Clearly define boundaries (landscaping, low walls, open spaces) that guide and influence movement from public to private space.
3. **Territorial reinforcement:** Fostering a sense of ownership through amenities in communal areas and proper maintenance.
4. Parking areas and facilities should consider CPTED principles, providing views and visibility.
5. Public open space should be designed to uphold CPTED principles, with visibility, lighting, and connectivity as key considerations.
6. CPTED principles should be incorporated to illuminate entranceways and recessed areas on a building's façade.

3.0 NEIGHBOURHOOD AREAS

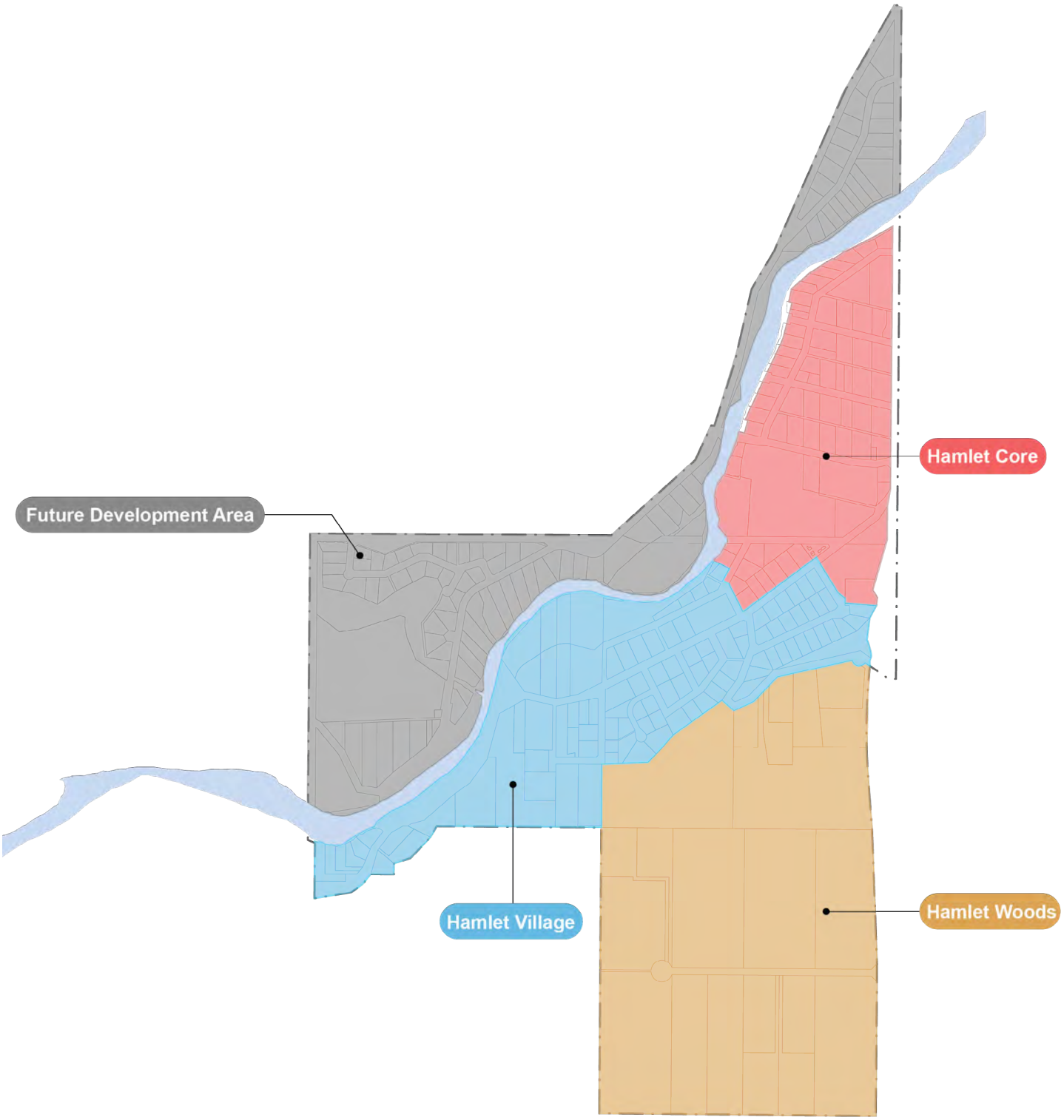


Figure 1: Neighbourhood Map

3.1 HAMLET CORE



Desired Character

The Hamlet Core neighbourhood is generally bounded by the Elbow River to the north and west, Burnside Drive and White Avenue to the east, and White Avenue to the south. The intersection of Highway 22, Balsam Avenue, and Burnside Drive is a prominent landmark signalling entry into the Hamlet Core neighbourhood. The Hamlet Core offers a variety of retail and food and beverage businesses through the existing Bragg Creek Shopping Centre, along with a range of housing options from mixed-use and low- to mid-rise residential development to low-density residential development.

A defining characteristic of the Hamlet Core neighbourhood is its Western-style architecture. The Bragg Creek Shopping Centre is representative of this aesthetic; a key aspect of this style is the roof forms, which create a silhouette of low-rise shopfronts across the retail strip. Shopfronts in the hamlet are low-scale and modest, embodying the Western false-front architectural style with parapets, timber construction, and porch-style walkways.

New development along Balsam Avenue will respond to this form and scale, contributing to a cohesive streetscape and a high-quality pedestrian environment. Overall, new development will contribute to the existing heritage character and honour the broader forest setting to which it belongs, maintaining the traditional village character of the hamlet. The northern portion of the area is predominantly single-detached homes fronting Spruce Avenue. The area near River Avenue is envisioned to accommodate gentle densification to support affordability, walkability, cycling connections, and a stronger sense of community and safety. New housing should enhance the streetscape and integrate seamlessly into Bragg Creek's forested landscape.

Controls

3.1.1 Siting

1. New buildings should comply with the Rocky View County Land Use Bylaw for setback requirements.
2. New development shall preserve mature trees along Balsam Avenue and Spruce Avenue to the greatest extent possible.
3. Landscaping should contribute towards the broader forest setting and provide a transition to the low-density development north of Spruce Avenue.
4. Buildings should generally be oriented to the south to capture maximum sunlight in the winter.
5. Buildings fronting Spruce Avenue and Balsam Avenue shall address the street frontage and incorporate direct access from the street. Primary entrances shall be clearly visible and directly accessible from the street or a publicly accessible walkway, contributing to a sense of community and safety.
6. A site context plan shall be submitted as part of the architectural drawings to illustrate the relationship between the proposed development and the local context.
7. Residential buildings shall be sited to maximize solar access for habitable rooms in individual units.
8.
9. Setback areas shall be used as frontage for seating, landscaping, and portable sidewalk signs (limited to the area adjoining the building).

3.1.2 Parking

1. On-site parking areas are to be accessed only from the rear or side of buildings via laneways or secondary streets, and are to be concealed behind retail or business floor space wherever possible.

3.1.3 Building Design

1. Blank walls and dark or obscure glass along the front façade shall not be permitted.
2. Front façades for new buildings shall be articulated through changes in materials, windows, projections, columns, or other vertical architectural elements.
3. New buildings shall incorporate key architectural elements to integrate into the prevailing local architectural style. These elements include:
   a. Gabled roofs with front gables facing the street
   b. False fronts with rectangular, triangular or semi-circular parapets
   c. Exposed wooden beams and brackets
   d. Wooden verandahs wrapping around the front and side frontages
   e. Distinct window frames (e.g. frameless windows shall be prohibited.)
4. New development is to have regard to the scale and form of traditional shopfronts, and to ensure that where appropriate, continuous awnings and verandahs are provided.
5. New buildings fronting onto Balsam Avenue should generally be one to two storeys in height. Buildings with three to four storeys may be considered if supported by a conceptual scheme or master site development plan.
6. Main-floor commercial spaces shall maintain a minimum interior height of 3.5 m to support retail adaptability.
7. New buildings may incorporate prominent or landmark features at the corner of River Drive and Balsam Avenue or Burnside Drive and Balsam Avenue.
8. Special consideration shall be given to highly visible buildings at major focal points (e.g., intersections, street ends, corner lots), including:

a. Public open space (pocket-park, seating area).
b. Pedestrian connections with adjacent properties.
c. Preservation of views.
d. Buildings oriented to face multiple streets, to activate the public realm.
e. Sight lines for drivers.
f. Street furnishing, wayfinding features, and public art.

9. New development shall not dominate the streetscape. Buildings should be visually compatible with the existing low-density residences in the Hamlet through appropriate massing, scale and landscape screening.
10. Stoops, porches, or small patios should be incorporated into front setbacks where possible.

3.1.4 Roads

Future road design and improvement should consider:

1. Continuous sidewalks or pathways on both sides.
2. Road design measures that support a safe and comfortable pedestrian environment shall be implemented, such as landscape buffers, street amenities, crosswalks, traffic calming, and on-street parallel parking.

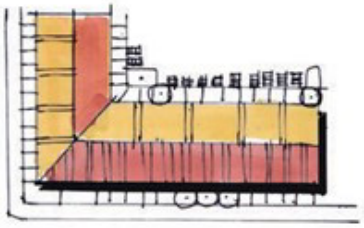
3.1.5 Retail Strips

1. Shopping plazas shall develop the front portion of their lots to define the street edge, provide attractive open spaces and pedestrian connections, and create shared parking opportunities.
2. Clustered shops or continuous retail strips are encouraged on the parcels fronting Balsam Avenue to respond to the uniform architectural pattern of the Bragg Creek Shopping Centre.

Do: Include architectural features and massing elements that reduce the perceived scale of the structure



Don't: Design large-scale buildings that appear to be one single volume.



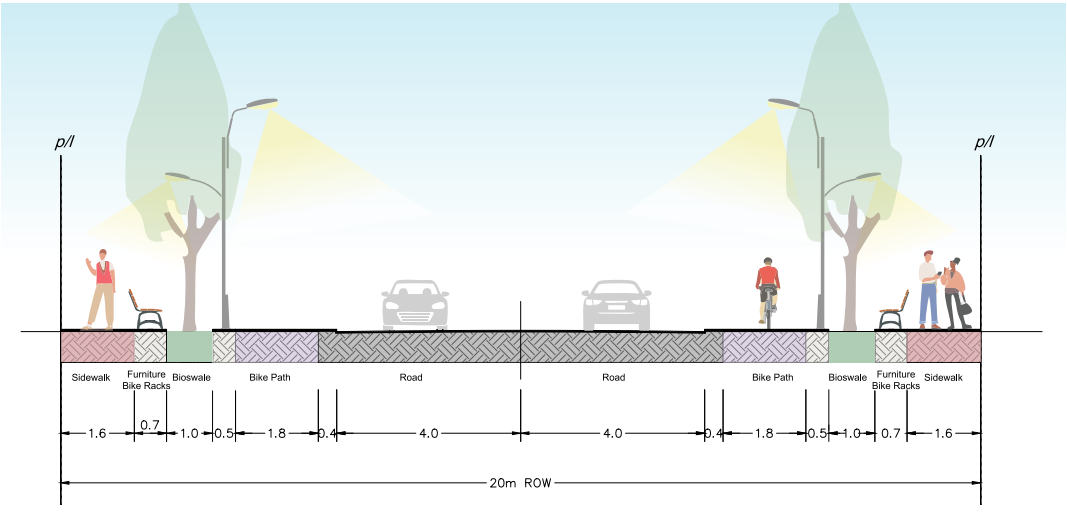


Figure 2: Balsam Avenue Road Section

Examples









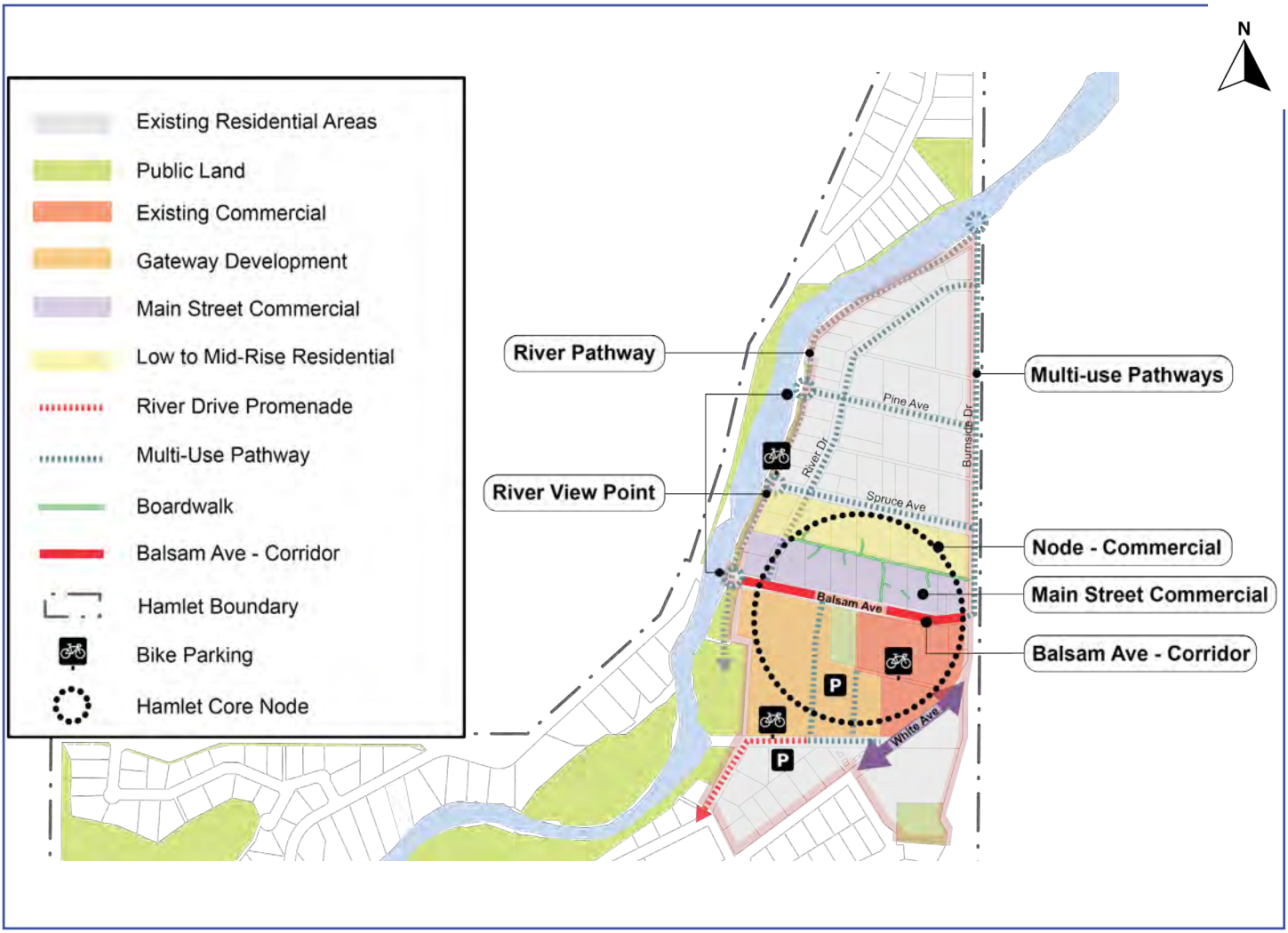


Figure 3: Hamlet Core

3.2 HAMLET VILLAGE



Desired Character

The Hamlet Village is characterized by a continuous, established landscape of mature forest, which contributes to the sublime character of Greater Bragg Creek. Future development will reinforce this look and feel while providing a mix of residential and small-scale business uses. New development will preserve the forested character as viewed from the streetscape. This is to be achieved through buildings adopting a modest scale and form that integrate with the vegetated, low-density character of the area.

In addition, development in Hamlet Village should incorporate elements of the Foothills Ranch architectural style. This includes features such as gambrel roofs, barn shed roofs, simple forms, and natural materials. These design cues should complement the Western false-front heritage of the Hamlet Core while fitting sensitively into the forested setting.

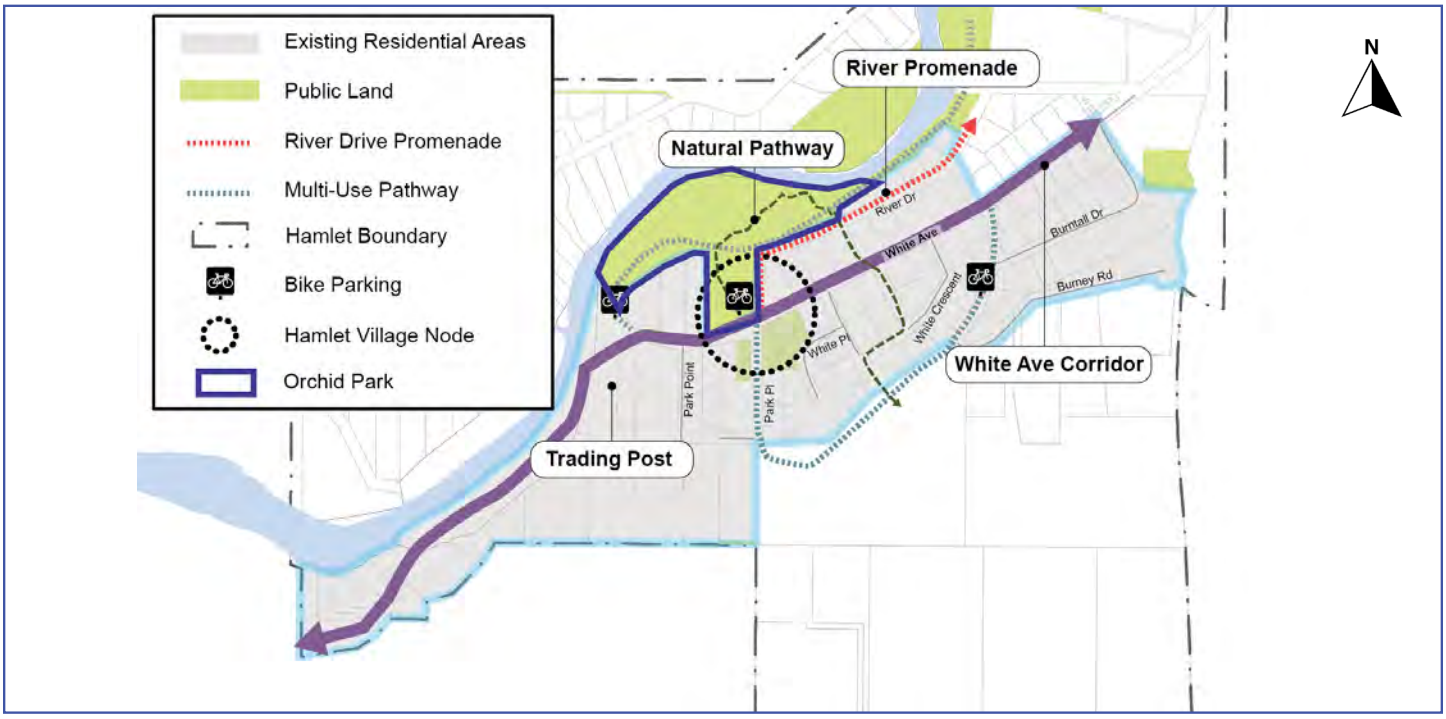


Figure 4: Hamlet Village

Controls

3.2.1 General

1. The clearing of trees along the setback fronting onto White Avenue shall not be permitted.
2. Business signage shall be unobtrusive and shall not dominate the streetscape.
3. Business signage shall be sympathetic to the local, "small-town" character.
4. Building height should be limited to two storeys and generally should not extend beyond 12 metres (40 feet). Height relaxation may be considered for desirable architectural detailing.
5. Small, one-of-a-kind business developments are encouraged, with a building footprint not exceeding 15% of lot area for two-storey construction, or 20% for single-storey construction.
6. Commercial buildings should be sited for convenient access and customer parking, maintaining safe pedestrian access to entrances. Parking areas should be located to the side or rear with landscape screening along frontages.
7. Pedestrian and vehicular connection between River Drive and River Drive North should be considered as part of future subdivision and development.
8. Future subdivision, development, and improvement should consider extending River Drive to the west, connecting with an extension of Park Place north of White Avenue.

3.2.2 River Drive Promenade

River Drive is envisioned as a shared street where pedestrians, cyclists, and vehicles coexist in a low-speed, pedestrian-oriented environment. This type of street design is known as a woonerf.

1. The speed limit for River Drive should be a maximum of 15 km/h. This should be shown through road signage and enforced through design features.
2. Vehicular lanes shall be visually implied, not explicitly marked with widths generally 3.0 m or less.
3. The roadway, pedestrian areas, and cycling space shall be at a single grade with no traditional curbs.
4. Amenities such as seating, bike racks, shade structures, and wayfinding elements should be provided.
5. Traffic calming measures should be implemented at a minimum of every 30 m.
6. Entrances to the woonerf should be indicated by signage and a change in pavement texture and/or colour features.
7. The woonerf shall present a narrowed entryway to slow vehicular traffic. This may be achieved through street trees, bollards or other street furniture. Sweeping curbs are highly discouraged.
8. The road surface of the River Drive Promenade shall use a cohesive material (such as paving stones) that does not differentiate between vehicular, bicycle, or pedestrian users.

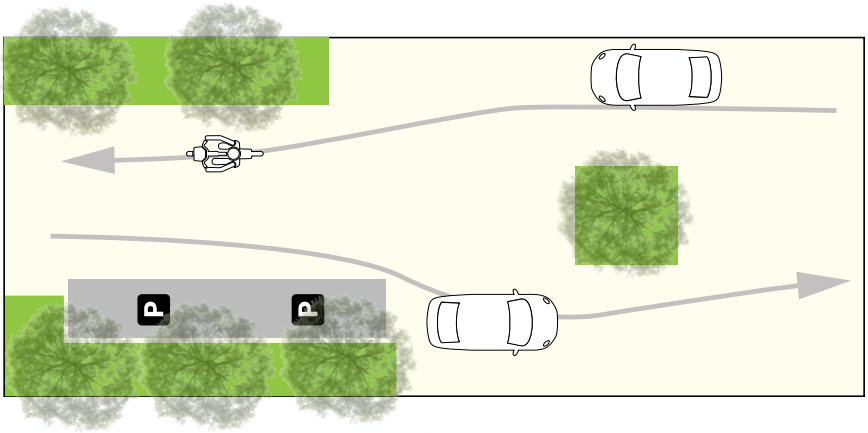


Figure 5: Woonerf Concept at River Drive

3.3 HAMLET WOODS



Desired Character

The Hamlet Woods is located to the south of the existing hamlet, west of Highway 22, east of the Bragg Creek Provincial Park, and north of Banded Peak School. It is characterized by continuous mature forest canopy, which forms both an ecological and visual continuation of the Provincial Park to its west. Future development will integrate fire resilience and conservation measures and be sensitive to the interface with the Provincial Park.

Hamlet Woods has been identified for future residential development to accommodate population growth and changing needs in Bragg Creek. New residential development in this neighbourhood will occur through a conceptual scheme to deliver a streamlined, cohesive, and environmentally sensitive planning outcome. Housing in the Hamlet Woods will offer the look and feel of a forest with micro-villages. To facilitate this vision, pocket neighbourhoods are encouraged as a design concept.



Figure 6: Hamlet Woods

Controls

3.3.1 Siting

1. New development should be organized into clustered, “pocket” patterns, with dwellings oriented towards a central, shared green space to maximize the treed character while achieving FireSmart yard management.
2. Clusters should be sited to maximize the retention of mature trees wherever possible.
3. Dwellings in these clusters shall front onto and wrap around this central, shared green space, creating a sense of enclosure.
4. Dwellings shall be sited to create a varied front setback pattern.
5. Parking should be located toward the perimeter of the site to prioritize internal pedestrian linkages.
6. Setbacks, orientation, and massing shall support pedestrian-friendly streetscapes and reinforce consistent development patterns.
7. Development must prioritize integration with natural features, respecting topography, drainage, and preserving ecological corridors where possible.
8. Dwellings should incorporate private open space in the front setback. This may be in the form of a front garden, porch or verandah.
9. Buildings shall be oriented to achieve good solar access from the front and rear frontages.

3.3.2 Parking

1. Parking should be located at the rear or side of buildings to maintain a natural, uninterrupted streetscape.
2. Shared parking pockets serving clusters of homes should be developed. These courts should be small-scale and carefully integrated with the neighbourhood.
3. Parking areas should be screened with existing or new vegetation.
4. Driveways and access lanes to parking pockets should be narrow and shared where feasible.

3.3.3 Design

1. Buildings shall reflect the Rustic Mountain architectural style, with consideration given to the forested surrounds. Desired features of this style include steep, sloped roofs, timber details, natural materials and colours, and windows that are subordinate to general building massing.
2. Materials, finishes, and colours shall reflect a colour palette drawn from natural forest hues to be sympathetic to the broader forest setting of Bragg Creek.
3. Building typologies may consist of a mix of duplexes, townhouses, and single-detached houses to provide a variety of housing options.
4. Buildings should be limited to three storeys and building height generally should not extend beyond 10 metres (32 feet). Height relaxation may be considered for desirable architectural detailing.

3.3.4 Visual Privacy

1. Windows in habitable rooms shall be positioned to prevent a direct sightline to the habitable room windows of adjacent dwellings.
2. Windows to bathrooms should have translucent glazing where these have a direct view to or from habitable rooms of adjacent properties.



Hamlet Woods Precedent Images from Whistler, BC

4.0 RESIDENTIAL CONTROLS

4.1 RESIDENTIAL

These standards apply to all new residential development in addition to controls from Section 3, where applicable.

Controls

4.1.1 General Design

1. Designs incorporating rustic characteristics are encouraged. The architectural impression should appear natural and handcrafted. Buildings emphasizing wood columns, exposed heavy timber trusses and brackets, stone pilasters, buttresses, and arches are encouraged.
2. The proportion of structural elements shall be appropriate to their perceived load to avoid unauthentic reproduction.
3. Flat roofs and large unarticulated roof surfaces should not be supported. New residential developments shall incorporate pitched roof forms.
4. Retaining walls should be 'stepped' and landscaped.
5. The appearance of dwellings shall maintain the local visual character by considering the following elements:
   a. The appearance of on-site development when viewed from the street, public reserves and adjacent properties; and
   b. Relationship to the scale, layout and character of the tree-dominated streetscape of Bragg Creek.
6. Visually prominent sites are situated in highly visible locations and include ridge top sites, environmentally sensitive sites on sloping land, road bends, vista end points, and any site that has the potential to dominate and impact public visual amenity. Development on visually prominent sites is to:
   g. Utilize appropriate landscaping measures to provide visual screening and soften the built form when viewed from the public domain.
   h. Avoid tall and bulky structures that dominate the natural landscape. Built form should be modest and unobtrusive when viewed in the context of the broader forested setting.
7. Building height shall be as per the requirements of the applicable Neighbourhood Area. Height relaxations for architectural enhancement may be considered at the discretion of the development authority, but in no case shall the building height exceed the height of the existing tree canopy.

4.1.2 Siting

1. Building siting should consider the natural slope of the site, minimizing grade changes where feasible. While cut and fill should be reduced, walkout buildings that follow the slope are encouraged.
2. Existing cleared areas should be utilized for the site envelope as much as possible to minimize tree clearing.
3. The clearing of mature trees may only be considered for establishing a site envelope when it is demonstrated that existing cleared areas have been utilized as much as possible.

4.1.3 Accessory Buildings

1. Accessory buildings shall be coordinated with the principal building in form, scale, finishes, and colours.
2. Accessory buildings shall not be located within the front setback, and should be located to the rear or side of the dwelling house.

4.1.4 Environmental

1. Natural features (including, but not limited to, vegetation, mature trees, watercourses, topography and wetlands) shall be prioritized for retention and protection to the greatest degree possible during all stages of development.
2. All new dwellings shall undergo a FireSmart Advanced Home Assessment as a condition of Development Permit.

4.2 MULTIPLE UNIT RESIDENTIAL

Controls

4.2.1 General Design

1. New duplex dwellings and townhouses shall be of a bulk and scale that is sympathetic to buildings in their immediate surroundings.
2. Rowhouses and townhouses should achieve architectural variety while maintaining a cohesive appearance. This may be achieved through variations in terms of colour palette, roofing form, and architectural detailing. Consistency should be maintained in terms of scale, proportion, and articulation to present a unified appearance.
3. Multiple unit dwellings are to have windows in all street-facing elevations.
4. The front façade of all multiple-unit dwellings should incorporate a clearly defined entry point and articulated façade to avoid blank walls.
5. Multiple unit dwellings shall provide a clear separation between public and private areas.
6. Development should be designed and constructed to minimize noise transmission between adjoining dwellings. For developments that share a common wall between dwellings, the co-location of quiet uses (such as bedrooms) with noisier rooms (such as bathrooms, laundries and living rooms) should be avoided.
7. Multiple unit dwellings shall be a maximum of 4 storeys and 12 metres in height.
8. For standalone buildings, gambrel or barn-style shed roofs may be considered.
9. Multiple unit dwellings shall reflect the Rustic Mountain architectural style, with consideration given to the forested surrounds. Desired features of this style include steep, sloped roofs, expansive windows, timber details, and natural materials and colours.
10. New development shall not dominate the streetscape. Buildings should be visually compatible with the existing low-density residences, particularly the dwellings to the north of Spruce Avenue, through appropriate massing, scale, and landscaping.

4.2.2 Parking and Paved Surfaces

1. Paved surfaces in front yards should be kept to a minimum; access to garages and parking spaces should not result in large expanses of paved surfaces within the front setback to the street.
2. Driveway widths should be as narrow as possible to reduce visual impacts and maximize landscaping opportunities.
3. For properties with double garages, driveways should taper near the street and widen only near the garage. The broader section near the garage should be screened with landscaping.
4. Where feasible, dwellings with adjacent garages shall have a shared driveway to reduce the number of curb cuts and overall paved area.
5. Garage doors should not dominate or visually overwhelm the façade.
6. Landscaping shall be used to screen parking areas and maintain an attractive streetscape.
7. Pedestrian and vehicular access shall be separated and distinguishable, using changes in surface materials or landscaping.



Multiple Unit Residential Concept

5.0 BUSINESS

5.1 BUSINESS

These standards apply to all new commercial development in addition to controls from a neighbourhood area under Section 3, where applicable.

Controls

5.1.1 General Design

1. Buildings shall be designed to complement and visually reference existing local heritage buildings (e.g., The Trading Post, the Bragg Creek Shopping Centre, Bragg Creek Community Centre, and The Craftsman House) when selecting architectural character and style.
2. Designs incorporating rustic characteristics are encouraged. The architectural impression should appear natural and handcrafted.
3. Buildings emphasizing wood columns, exposed heavy timber trusses and brackets, stone pilasters, buttresses, and arches are encouraged.
4. The proportion of structural elements shall be appropriate to their perceived load to avoid unauthentic reproduction.

5.1.2 Siting

1. The siting of buildings should minimize cut and fill on sloping sites, avoiding dramatic grade changes.
2. Setback areas shall be used as frontage for seating, landscaping, and portable sidewalk signs (limited to the area adjoining the building).
3. Development proposals and construction shall be implemented in a manner that prioritizes the retention, protection, and enhancement of natural features on site, including but not limited to vegetation, mature trees, watercourses, topography, and wetlands.
4. The siting of new development shall prioritize the retention of mature trees within all setback areas.
5. Where there are existing mature trees along the front setback, new development should retain a continuous, forested treeline fronting the public street.
6. New development shall minimize tree removal for the purpose of establishing a building footprint by utilizing existing cleared areas to the greatest extent possible.
7. Buildings larger than 280 sq. m (± 3,000 sq. ft.) shall be de-emphasized by:
   h. Visually dividing the building into a minimum of three sections/components via material changes, projections, columns, or vertical architectural elements.
   i. Physically dividing the building into various massing elements/shapes to reduce the perceived scale of the structure, including horizontal and vertical elements for perceived separation.

5.1.3 Storefront Standards

1. All buildings must address public streets or other public spaces, such as squares, and include pedestrian-friendly features such as covered walkways and canopies.
2. Transparent glass shall be used for commercial, institutional, and mixed-use development to provide clear views of storefront displays, provide a pedestrian oriented environment, and allow natural surveillance of the street and adjacent outdoor spaces.
3. At least 50% transparent surfaces shall be provided on storefront façades at street level, including windows and doors.
4. Opaque and solid material should be limited to no more than 10% of a window's area.
5. Reflective or heavily tinted glass should be avoided or limited to no more than 10% of a window's area.



5.1.4 Covered Walkways

1. Covered walkways should be individualized, typically a minimum of 3 m (9.8 ft.) perpendicular from the wall, with a minimum height clearance of 2.74 m (9.0 ft.).
2. Businesses should endeavour to connect new walkways with adjoining walkways, where applicable, to create continuity for pedestrians.

5.1.5 Awnings

1. Awnings should provide weather protection for pedestrians, preferably projecting 1.5 m (5.0 ft.) from the building.
2. Backlit, metal, acrylic awnings, and awnings primarily for signage shall not be permitted.
3. Awnings should be designed to fit within the dominant structural elements of the lower façade. This usually means fitting within the overall design of the shopfront, below the intermediate cornice, and between the vertical columns or pilasters.
4. Multiple awnings should be used for larger building frontages rather than a single continuous awning.
5. Awnings shall align horizontally with neighbouring awnings where structurally possible.



Example of Awning

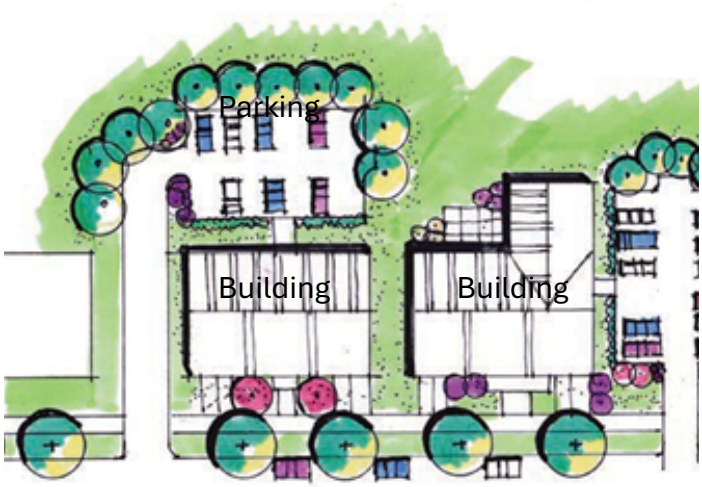


Example of Covered Walkway



5.1.6 Doors and Entrances

1. Main entrances should be positioned centrally within the façade. Secondary entrances may be positioned to either side of the façade, or at the rear of the building.
2. Doors and entrances shall be designed to meet universal design standards, and to ensure safe and comfortable access for users of varying mobility needs. Doors and entrances should be at grade with the sidewalk or be accessed by a gently sloped ramp.
3. Commercial entrances shall have transparent glass (preferably 50% coverage).
4. Recessed entries should be considered for all-weather protection and to prevent doors swinging onto sidewalks.



5.1.7 Parking

1. Parking areas and facilities shall not be located in the front setback, with the exception of barrier-free and drop-off stalls. Parking areas and facilities shall be located at the side or rear of the building.
2. Parking areas should be screened from the street using appropriate landscaping measures, wherever possible.
3. Larger parking areas shall be divided into smaller segments or pods with landscaped parking islands to reduce impervious surfaces and promote an attractive public domain.
4. Loading docks, garage doors, and similar vehicular service elements shall be located to the side or rear of buildings and screened.
5. Future development shall consider shared parking areas or facilities that are:
   a. Located in close proximity to existing commercial areas.
   b. Designed to incorporate pedestrian access.
6. The pedestrian walkways shall be delineated through markings or elevated curbs.
7. The walkway network should be integrated with parking area landscaping. For lots with more than eight stalls, at least one tree for every eight parking spaces shall be planted along boulevards and intermittently.
8. The County should implement wayfinding signage geared towards tourism in large, high-traffic parking areas. A consistent style and set of parking sign typologies should be developed.
9. New commercial, institutional, mixed-use, and multi-residential developments shall include functional and well-located parking facilities for bicycles or other non-motorized transportation.
10. Vehicular and pedestrian access shall be clearly demarcated and identifiable to minimize conflicts and enable safe and easy access.
11. Drive-through facilities shall not be permitted to maintain a pedestrian-focused area and encourage active storefronts.
12. The width, radii, and number of curb cuts should be minimized to lessen vehicular-pedestrian conflicts.
13. The width of driveways and amount of paving should be minimized. The sharing of internal driveways between adjacent businesses is encouraged.
14. Site entrance features (gates, pillars) should be set back from the access.
15. Where development lies adjacent to residential property, provisions should be made to ensure traffic will not impact residential property, including access points and parking locations. Mitigation measures should be provided.

5.1.8 Pedestrian Access

1. The County should complete missing linkages in the hamlet's pedestrian network in order to connect parking lots, building entrances, and other destinations.
2. The pedestrian walkway network shall include elevated curbs or markings that delineate it from the drive aisle.
3. The walkway network should be integrated with parking area landscaping. For lots with more than eight stalls, at least one tree for every eight parking spaces shall be planted along boulevards and intermittently.

5.1.9 Business Signage

5.1.9.1 General Signage

1. Signage shall be in accordance with the County's most current signage bylaw regarding size, location, and other restrictions.
2. Signs shall be in accordance with the design of the building and site in terms of location, scale, materials, finishes, and colours.
3. The use of individually-mounted, raised or recessed letters, symbols, borders, and framing is encouraged.
4. All signs shall be in a safe, clean, and tidy condition, and may be required to be renovated or removed if not properly maintained.

5.1.9.2 Prohibited Signage

1. The following sign types shall not be permitted as they may undermine the hamlet's quaint rustic character:
   b. Backlit signs.
   c. Neon signs.
   d. Billboards.
   e. Trailer signs.
   f. Highly reflective materials.
   g. Vinyl signage may be permitted at the discretion of the development authority.



Example of Prohibited Signage

5.1.9.3 Fascia Sign Standards

1. Signs shall be located within a sign band on the façade, a horizontal section that divides the storefront windows from the upper façade. They should be located so to avoid obscuring or covering façade features including windows, doors, building entrances, cornices, and columns.
2. Fascia signs shall use durable, weatherproof materials that complement the façade. Internally lit, neon, or plastic materials shall not be used.
3. Fascia signs shall be attached flush and parallel with the building wall.
4. Fascia sign lettering should be clear and easy to read. Lettering and images of fascia signs should provide depth to the sign, such as raised, individually cut or carved lettering, and/or colouring, to accent the overall façade and enhance the readability of the sign.
5. Externally mounted lighting may be used to illuminate fascia signs, in a dark-sky compliant fashion that limits horizontal and vertical light spillover.



Example of Fascia Signage

5.1.9.4 Projecting Sign Standards

1. Projecting signs should be installed perpendicular to the building façade, oriented towards pedestrians. Mounting hardware should coordinate with overall sign design.
2. A projecting sign shall not project more than 1.5 m (5.0 ft.) from the building face, with a minimum vertical clearance of 2.74 m (9.0 ft.) from the ground.
3. Projecting signs shall be limited to one per business frontage, mounted near the storefront entrance. For multi-tenanted buildings, one per storefront entrance may be permitted.
4. The shape, colour, height, material, and lettering shall be coordinated to be complementary to primary wall signage.
5. Pole-mounted signs should not exceed 5 m (16 ft.) in height.

5.1.9.5 Sidewalk Sign Standards

1. Sidewalk signs should be limited to one per business to reduce visual clutter.
2. Sidewalk signs should be located in front of, and on the same side of the street as, the building or business it advertises. It should be located adjoining the building so that it does not obstruct pedestrian movements along the sidewalk.
3. The use of sidewalk signs shall be limited to business operating hours. Signs for specific events should be removed within 24 hours *after the event*.
4. Sidewalk signs should be no wider than 0.6 m (2.0 ft.), with a maximum height of 1 m (3.28 ft.).
5. Sidewalk signs should be designed with sufficient weight and quality to resist wind gusts. Signs constructed of impermanent materials (cardboard, chipboard, particleboard, paper) shall be prohibited.
6. Sidewalk signs should be designed to be read by pedestrians, and should be complementary to the form, colours, size, and materials of the building and adjacent landscape. Informally designed stenciled signs or spray-painted signs should be discouraged.

5.1.9.6 Ground Sign Standards

1. Ground signs should be considered as the primary business signage for converting residential buildings to commercial uses, to maintain architectural integrity.
2. Ground signs should be designed to add to streetscape character, with complementary accent landscaping.
3. Ground signs should be constructed of durable, weatherproof, high-quality materials that complement the building façade and reflect the business nature.
4. Externally mounted lighting may be used to illuminate ground signs in a dark-sky compliant fashion.
5. Appropriate ground-oriented signage should be located at the entrance to commercial, institutional, mixed-use, and multi-unit residential development.
6. Ground signs shall be designed and scaled to the space in which they are located, not to be a dominant feature.



Example of Sidewalk Signage

5.1.9.7 Covered Walkway Sign Standards

1. The form, colour, height, and lettering of covered walkway signs should be coordinated to complement primary wall signage and the walkway architecture.
2. Covered walkway signs should be hung perpendicular to the building façade, oriented towards pedestrians, using simple brackets. Mounting hardware should coordinate with overall design.
3. Covered walkway signage shall be limited to one per business and designed to fit within the space of a covered walkway with significant space in between.



Covered Walkway Signage

5.1.10 Site and Exterior Lighting

Exterior building lighting should complement individual architecture and extend streetscape activity into nighttime hours. Site lighting should provide safety, security, and pedestrian comfort, while avoiding excessive levels and glare, and adhering to dark-sky principles.

5.1.10.1 Exterior Façade Lighting Standards

1. Façade lighting elements shall be evaluated based on aesthetics and consistency with hamlet lighting standards.
2. The scale and style of fixtures shall be consistent with the façade and complement architectural details.
3. Façade lighting shall be oriented in a dark-sky friendly fashion that limits horizontal and vertical light spillover and glare.


Façade Lighting

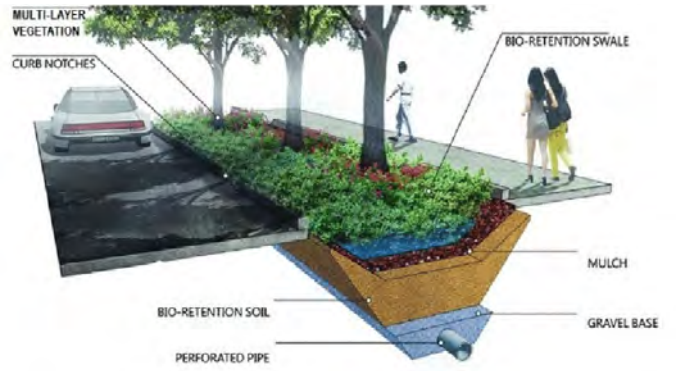
5.1.10.2 On-Site Lighting Standards

1. On-site lighting should consider all building and user needs, with particular attention to pedestrian areas, barrier-free travel paths, parking, and service areas.
2. Pedestrian-scaled lighting (bollards or lower pole fixtures) should be provided along pedestrian routes. Lower scale pole fixtures and bollards may be considered in landscaping areas.
3. On-site light shall be directed downward using “full cut-off” or “fully shielded” fixtures to control glare and light trespass, and be dark-sky compliant.
4. Consideration shall be given to pole style and colour, bulb type, and mounting height. LED lights shall be encouraged.
5. Lighting shall be appropriately scaled for its purpose to avoid “over-lighting”.
6. Sensor lighting for parking and security purposes should be restricted to directional lighting, particularly at the rear, to avoid adversely affecting adjacent properties with light pollution.


On-Site Lighting

5.1.11 Low Impact Development and Stormwater Management

1. Low impact development (LID) practices aim to manage rainfall and promote infiltration, filtration, and evapotranspiration to reduce runoff volume and improve water quality. LID practices are suitable for lands in the Hamlet Core, Hamlet Village, and Hamlet Woods, subject to the flood risk and groundwater seepage policies of the Area Structure Plan.
2. Conceptual schemes for proposed development within the Hamlet Woods shall be accompanied by a landscaping plan demonstrating the LID measures described in this section.
3. Green infrastructure shall be incorporated into site planning, including permeable paving and natural infiltration measures for stormwater management.
4. Climate resilience features shall be identified and justified in the Development Permit submission.
5. Public realm design shall incorporate permeable paving materials in appropriate locations to reduce stormwater runoff and promote groundwater recharge.
6. Future street improvements or development should consider incorporating low impact development standards.
7. Rainwater harvesting systems (rain barrels, cisterns, catchment basins) shall be integrated into public buildings, parks, and community facilities for irrigation and non-potable uses.
8. Bioswales, rain gardens, and vegetated swales shall be utilized along streets, parking areas, and open spaces to capture, filter, and infiltrate stormwater while contributing to landscape aesthetics.
9. Educational signage should be considered in public areas with visible Low Impact Development (LID) measures to raise community awareness of sustainable water management practices.
10. Landscaping design for new residential development should include thickened topsoil and native vegetation to capture runoff from rooftops and driveways.



Bioswale Concept


Bioswale Example

6.0 PUBLIC AMENITIES AND INFRASTRUCTURE

6.1 AMENITIES

These standards apply to the public realm of the Hamlet in addition to controls from applicable neighbourhood areas under Section 3.

Controls

6.1.1 Street Furniture

Street furniture should accommodate activity along pedestrian thoroughfares and within public space, contributing to attractive streetscapes that add visual interest and amenity to pedestrians. Examples of street furniture include benches, waste receptacles, bicycle racks, streetlights, and wayfinding signage.

1. Commercial, institutional, mixed-use, and multi-residential development should provide street furniture and public amenities, such as benches, bike racks, garbage receptacles, and nodes.
2. Street furniture should appear visually attractive and cohesive with other elements of the public domain, promoting social gathering and recreation.
3. Street furniture shall be of high-quality, durable materials and finishes, with a consistent style that complements the rustic and rural character of Bragg Creek.
4. All new waste receptacles shall comply with requirements under Section 7.1 of this DCP.
5. Street furniture should be:
    a. Located along the streetscape in line with landscaping, to maintain an unobstructed pedestrian route on the sidewalk.
    b. Placed and spaced in a consistent pattern.
    c. Grouped together (e.g., seating nodes with waste receptacles).
    d. Focused in areas of higher activity (key intersections, corner lots).



Bike Racks



Outdoor Furniture



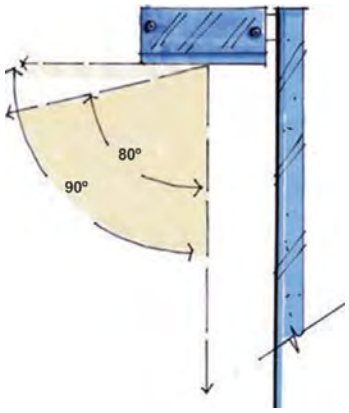
Waste Receptacle

6.1.2 Lighting

1. Street lighting should be located in line with street landscaping to maintain an unobstructed pedestrian route on the sidewalk.
2. Lighting elements should be considered based on their aesthetic and environmental design value.
   a. The type and style of lighting standards, including consideration of pole style and colour, bulb type, and mounting height should be consistent for the hamlet.
   b. LED lighting should be considered as a standard for new lighting.
3. Lighting standards should accommodate roads and/or attachments for hanging banners/flowerpots, considering minimum clearance heights.
4. Lighting standards shall be directed downward and be dark-sky friendly by choosing “full cut-off” or “fully shielded” fixtures; partial cut-off lighting is not acceptable.
5. Acceptable fixture types include:
   a. Fully shielded wall sconces
   b. Full cut-off fixtures
   c. Bollards with internal shielding
   d. Downcast canopy lighting.
6. Unacceptable fixture types include:
   g. Upward-facing fixtures and fixtures without shields.
8. Specific pedestrian-scale lighting fixtures should be directed to the sidewalk for pedestrian comfort at night.



Full Cut-Off Street Light



Full-Cutoff



Non-Cutoff


Pedestrian Plus Road Street light Concept

8. Lighting shall be coordinated with primary and secondary wayfinding features.
9. All lighting shall have a correlated colour temperature (CCT) of 3000K or lower to reduce blue light emissions.
10. Site-specific light policies shall apply: Lighting within a specified distance of natural areas or the Elbow River shall be subject to stricter dark-sky requirements for wildlife.
11. Parking lot lighting fixtures shall be equipped with sensors to minimize unnecessary illumination and prevent light spillage.
12. Development permit applications shall include a lighting plan showing fixture types, placement, orientation, height, light distribution, and manufacturer’s specifications.

6.1.3 Street Landscaping

1. Trees should be planted in odd-numbered, linear clusters within mulched beds for easier maintenance and succession planting. Crown canopy shall determine spacing.
2. Trees should be planted with continuous mulch beds containing an appropriate growing medium, such as structural soil mixtures that provide opportunities for healthy root growth and development.
3. Tree species shall be native or hardy species that fit with the existing natural landscape character in accordance with the County's Parks and Pathways Guidelines.
4. Trees and shrubs shall be selected to provide seasonal interest, texture, form, and colour, while allowing visibility at intersections and to business signage.
5. Plantings, furnishings, and other vertical elements shall not impede pedestrian movement or limit views at street intersections or private driveway accesses.



Metal Tree Grates



Bioswales

6.1.4 Wayfinding and Gateway Features

Wayfinding features should reflect and enhance Bragg Creek's identity and character while providing an attractive and effective directional system. Gateway features should be located at key vehicular and pedestrian entry points to reinforce community identity and create a sense of arrival.

1. Wayfinding signage should provide direction to the following:
   b. Parks, open spaces, and trails network;
   c. Parking and staging areas;
   d. Public facilities;
   e. Pedestrian facilities (sidewalks, pathways, trails);
   f. Commercial areas;
   g. Other community destinations.
2. Wayfinding signage should be:
   c. Designed with a consistent style and branding scheme.
   d. Designed with an earth-toned colour palette with limited accent colours.
   e. Constructed of sturdy material and hardware with easy-to-clean surfaces.
   f. Resistant to vandalism and weather degradation.
   g. Oriented and sited to balance the needs of all people and be legible to both pedestrian and vehicular traffic as much as possible.
   h. Designed to emphasize symbols and map images to reduce confusion and provide information to diverse users.
3. Primary wayfinding signage should be located at principal orientation points (key intersections, street ends) and be more detailed (kiosks, gateway signs). Each primary sign should be a minimum 0.2 m x 0.2 m (8" x 8") and maximum 1.5 m x 1.5 m (5 ft x 5 ft).
4. Secondary wayfinding features may be located on sidewalks or trails (e.g., blade signage). Each secondary sign should be a minimum 0.15 m x 0.15 m (6" x 6") and maximum 0.15 m x 0.30 m (6" x 12").

5. Wayfinding features should be reviewed regularly to reflect new attractions or identify new sign needs.
6. Gateway features should:
   a. Be consistent with the style and branding of other wayfinding signage in the locality.
   b. Include taller architectural elements symbolizing entry (customized lighting, landscape features, flags, special signage, banners).
   c. Accommodate opportunities for night-time illumination complying with dark-sky friendly policies.
   d. Be designed with high-quality, durable, and locally relevant materials (stone, metal, heavy timber).
   e. Have simple and universally readable letters, carved or superimposed, for signage.
   f. Be stained for weather protection using earth tones with limited accents.
7. Gateway features should generally be 6–15 ft wide and 4–9 ft high.



Directional Signage



Parking and Staging Areas



Community Gateway Concept



Directional Signage



Durable Materials for Signage

6.1.5 Crosswalk Design Standards

1. Crosswalks shall be provided at key pedestrian connections within the Hamlet Core.
2. A pedestrian crosswalk sign should be erected on both sides in full, unobstructed view of motorists. In high-volume areas, a pedestrian-activated light should be considered for night visibility.
3. Crosswalks should be differentiated from the roadway for intersections within the Hamlet Core, as well as intersections on White Avenue in the Hamlet Village. This shall be implemented through reflective paint, coloured asphalt or concrete, or a combination of these elements.
4. Crosswalk materials shall be selected from materials and textures that are durable and easy to maintain, with consideration of seasonal impacts such as snowplowing and de-icing.
5. Crosswalks shall have a minimum width of 2.0 m in the Hamlet Core and along White Avenue.



Highly Visible Crosswalks



The Zone System

6.1.6 Sidewalks and Pathways Design Standards

1. Sidewalks and pathways shall be designed to provide a safe, durable, accessible, and comfortable walking environment for all users.
2. Pathways shall be constructed of asphalt in accordance with County Servicing Standards and shall not be intended to convey stormwater.
3. All sidewalks and pathways shall be constructed with accessible, non-slip materials. Sidewalks and pathways shall maintain a minimum width of 1.5 m.

6.1.7 Accessibility and Mobility

The design of the public realm in Bragg Creek shall prioritize creating inclusive, safe, and comfortable environments that accommodate a diverse range of ages, abilities, and modes of travel.

1. Universal accessibility audits shall be conducted at regular intervals to maintain standards.
2. For accessibility, refer to Accessible design for built environment (B651-18) – National Standard of Canada.
3. Sidewalks shall include tactile walking surface indicators (TWSIs) at intersections, crossings, and transitions to assist vision-impaired persons.
4. Curb ramps shall be provided at all intersections and crossing points, designed with gentle slopes (maximum 1:12 gradient) and detectable warning surfaces.
5. Pathways should provide rest areas or pull-outs every 100–120 m for individuals with limited mobility.
6. Transit stops shall be universally accessible, with level boarding areas, TWSIs, and barrier-free connections to sidewalks and pathways.
7. Trails and open spaces shall provide wayfinding features (e.g., tactile maps, Braille signage, high-contrast directional markers).
8. Commercial entrances shall provide a level landing space of at least 1.5 m x 1.5 m at doors

to allow wheelchair manoeuvrability.
9. Weather protection at entrances should be designed to reduce snow and ice buildup.
10. Building entrance pathways should integrate contrasting textures and colours to delineate edges and guide people with low vision.
11. Design of the public realm shall accommodate emerging mobility modes (e-scooters, e-bikes, etc.) through designated parking, docking, and storage areas.
12. Micro-mobility parking shall be located near major activity nodes and transit stops, without obstructing pedestrian pathways.
13. EV charging stations should be located in public parking areas and near commercial nodes to support sustainable transportation.
14. Public bike repair stations shall be provided at key cycling nodes, such as trailheads, transit stops, and commercial areas.

6.1.8 Nodes and Open Spaces

Nodes within the Hamlet Core and Hamlet Village are areas envisioned as lively hubs of business, tourism activity and staging areas. The following controls are intended to support high-quality places that encourage social gathering and foster connectivity in the community.

1. Development within nodes shall be designed to meet all applicable universal accessibility standards outlined in the Accessibility Design Guide 2024, published by Alberta Municipal Affairs.
2. Nodes shall be designed to foster social interaction and enable recreation. This should be achieved through the provision of seating, landscaping features, lighting and waste receptacles.

Hamlet Core Node

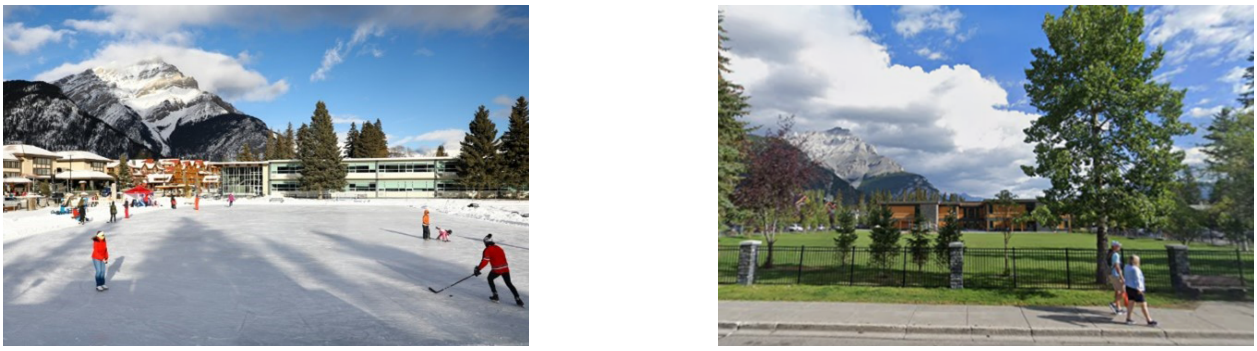
3. The Hamlet Core Node should include spaces that facilitate multiple configurations for markets, performances, and large community gatherings. These spaces shall allow for modular layouts of stalls, stages, seating and temporary structures.
4. The County should consider opportunities to create a pedestrian-oriented pathway using the east-west road right-of-way between Balsam Avenue and Spruce Avenue.
5. Timber boardwalks should be implemented where appropriate to facilitate pedestrian through-site connectivity between parcels bounded by Spruce Avenue and Balsam Avenue.
6. Boardwalks shall be constructed of high-quality natural materials that resist weather degradation. The appearance of boardwalks shall complement the forested surrounds through natural tones and textures, avoiding obtrusive designs and colours.
7. Entry points of boardwalks should be equipped with signage prohibiting wheeled recreational devices, such as bicycles, scooters, and skateboards.
8. Boardwalks shall be designed with the following accessibility features at minimum. The adoption of further measures outlined in Section 7.5 of the Accessibility Design Guide 2024 is highly encouraged.
    a. A minimum width of 1,000 mm at all times.
    b. Gaps between timber planks no greater than 20 mm.
    c. A slope no greater than 5%.
    d. The entry/exit point of all boardwalks shall be equipped with ramps to enable wheelchair access.
9. As much as practicable, pedestrian boardwalks should minimize tree removal by taking on a meandering form and weaving between existing trees.

Hamlet Village Node

10. At a time deemed appropriate, the County should implement signage along White Avenue and Park Place signalling the entry/exit of the River Drive Promenade woonerf.
11. Public amenities such as bicycle parking, wayfinding signage, wildlife-resistant waste receptacles, and outdoor seating should be implemented around the intersection of White Avenue and Park Place.
    a. Master Site Development Plans for lands within the Hamlet Village node shall demonstrate the provision of these public amenities.

Open Spaces

12. Open spaces along the Elbow River shall prioritize the preservation of natural amenities, including orchid beds, the Elbow River, trees, and other vegetation, for public enjoyment.
13. Open spaces along the Elbow River should prioritize connectivity for pedestrian access.
14. The design of public amenities within viewpoints along the river should be consistent in style and materials and constructed of high-quality natural materials.



Banff Community High School – Winter vs. Summer



Flexible Market Space



Passive Recreation



Seating Opportunities



River Viewpoints

6.1.9 Public Art

Public art pieces should be located at key points within the hamlet, contributing to a sense of place through enhanced visual interest and memorable spaces.

1. Public art pieces must be an original piece of artwork, with the primary function of providing visual interest without commercial advertising.
2. A range of different purposes for public art pieces should be encouraged, including functional, interpretive, abstract, and historical aspects.
3. Public art should be:
   a. Located within key focal points (gateways, open spaces).
   b. Designed to be vandal-resistant, durable, and resistant to degradation, to minimize maintenance/replacement.
   c. Integrated within public spaces such as crosswalks and pathways.
   d. Produced locally, if possible.
4. Public art shall be located to limit conflicts with vehicular, bicycle, or pedestrian traffic.



Art on the Crosswalks



Examples of Art in Public Realm

6.2 WINTER-SUPPORTIVE DESIGN

Design considerations of the public realm should promote year-round public enjoyment of the outdoors, including social gathering, recreation and play. Thoughtful design measures will create places that support winter activity within the hamlet by promoting safety and comfort for all users. Site and building design should respond to Foothills climate conditions, including sub-zero temperatures, snow accumulation, and prevailing winter winds. Requirements within this section apply to new development within the Hamlet Core and Hamlet Village neighbourhoods.

Controls

6.2.1 Winter-Supportive Design

Street furniture should accommodate activity along pedestrian thoroughfares and within public space, contributing to attractive streetscapes that add visual interest and amenity to pedestrians. Examples of street furniture include benches, waste receptacles, bicycle racks, streetlights, and wayfinding signage.

1. Pedestrian routes between businesses, parking areas, civic spaces, trailheads, and community destinations within the hamlet should be designed as all-season connections, legible and usable in winter conditions.
2. Curb ramps, crossings, and sidewalk transitions should be designed to remain functional during snow accumulation.
3. The Hamlet Core should include outdoor areas that remain comfortable for sitting, waiting, meeting, and short-duration gathering in shoulder-season and winter conditions.
4. Public spaces should maximize solar access for seating and gathering spaces during winter months. The submission of a shadow impact assessment is encouraged to illustrate the extent of overshadowing impacts.

7.0 UTILITIES AND SERVICES

7.1 UTILITIES AND WASTE

Utility and service areas sensitively integrated into the overall site design, appropriately located and screened to minimize visibility from the public realm.

Controls

7.1.1 Service Areas

1. Building design shall consider the appearance on all sides of the building, including the utility and service areas, such as loading bays, garage storage facilities, and recycling areas.
2. Utility and service areas shall be located away from public streets and should mitigate conflict between vehicle and pedestrian routes.
3. Utility and service areas shall be screened on all sides through the use of landscaping, walls, and/or accessory buildings. Where solid screening and/or accessory buildings are provided, their materials should be similar or complementary to those of the building's exterior finishes, and should follow the same high-quality standards as specified for principal buildings.
4. Where commercial development abuts residential property, the utility and service area should not be permitted in the area that interfaces with the residential property.

7.1.2 Waste and Disposal

1. Waste compactors should not be permitted on-site unless noise attenuation measures are implemented so that nearby residences are not disturbed.
2. Waste receptacles shall be certified wildlife-resistant. All public waste, residential, and recycling stations shall be designed as wildlife-resistant receptacles, meeting or exceeding wildlife management authority standards.
3. To qualify as wildlife-resistant, containers must meet the following requirements:
   a. **Odor control:** Equipped with tightly sealed lids to minimize smell.
   b. **Self-closing lids:** Lids must close automatically after use.
   c. **Wildlife-resistant latches:** Latches for both the lid and bag removal must be designed so the animals cannot trigger them with claws.
   d. **Durable hinges and latches:** Components must be strong enough to resist prying or forcing by claws, capable of withstanding several thousand pounds of force. A general rule: if it can be opened with a crowbar, it is not bear-proof.
   e. **Stability:** Containers must either be heavy enough or designed to be anchored so that large bears cannot tip them over.
   f. **Reinforced construction:** Materials must be tough enough to resist chewing, crushing, or other destructive force from bears, withstanding several thousand pounds of pressure.



Example of Wildlife-Resistant Waste Receptacle

4. Receptacle materials shall be durable, weather-resistant, and vandal-resistant.
5. Waste receptacles shall be consistently designed and branded for a coordinated streetscape.
6. Placement of receptacles shall prioritize high-use public areas, ensuring they do not obstruct pedestrian routes.
7. The exhaust from food preparation areas and other odour-creating enterprises should be adequately vented and filtered in order to ensure that odours do not create a nuisance for nearby residences.



Example of Wildlife-Resistant Commercial Waste Receptacle