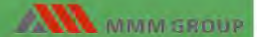


A person is rappelling down a rock face. The background is a mix of green and yellow, suggesting a natural setting.

HIGHWAY 1 ENHANCEMENT OPPORTUNITIES PLAN



HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



INTRODUCTION

The Highway 1 Corridor Enhancement Plan is a joint venture between the Resort Municipality Initiative and the Town of Golden. The project contemplates aesthetic improvements to the Highway 1 Corridor from the junction of Highway 1 with 95 to the western entrance.

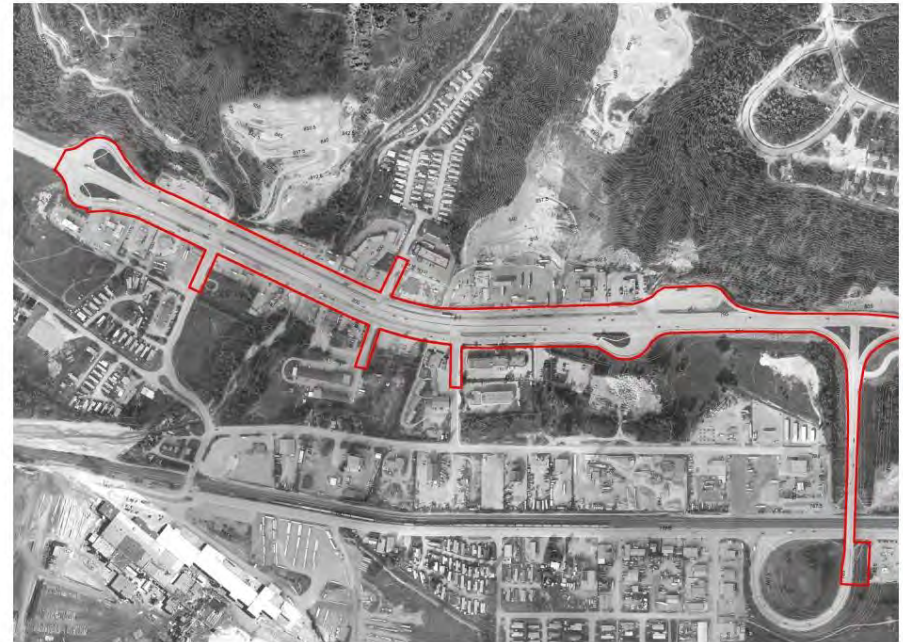
The primary goal of the Highway 1 Corridor Enhancement Plan project is to revitalize the public realm and mobility of the project area, providing visual enhancements of the highway corridor. In turn, the enhancements will improve commercial activity, increase visitor traffic and awareness, establish perceptions, and raise visitor confidence in way-finding and directions. Recognizing the Highway Corridor is not the Downtown Core, the result of the project must achieve a healthy balance, ensuring both the Highway Corridor and Downtown work and function in unison.

BACKGROUND

The initiation of this project began with strong Highway 1 stakeholder, local government, and provincial agency engagement and participation. On July 17, 2013 the Town of Golden hosted a workshop. The purpose of the workshop was three-fold: 1) obtain historical and background information about the project area; 2) solicit a series of Highway 1 enhancement opportunities from workshop participants; and 3) provide MMM Group Limited (MMM) with sufficient information to develop a Highway Enhancement Opportunities Plan for the Town of Golden.

Through various group discussions and exercises, the half-day workshop proved to be highly successful. Collectively, the workshop group provided MMM with the history of the project area, a series of enhancement opportunities, and a preferred and prioritized enhancement opportunity list. Using the information obtained within the workshop, MMM developed multiple Highway 1 Corridor enhancement opportunities. More specifically, those priority ideas and elements expressed by workshop participants were given focused attention such as, but not limited to: Corridor showcase area; increased lighting and landscaped boulevard; Hospital Creek access; community park; and north-south connections (pedestrian bridge).

This power point identifies a plethora of Highway 1 Corridor Enhancement Opportunities that may be implemented to meet the project goal. This includes a written description of each opportunity. Additionally, MMM has provided the Town with three primary recommendations – The Bold Moves. In consideration of cost feasibility and visual enhancement impact, it is these identified 'bold moves' that would prove most effective for the Corridor.



PROJECT AREA



HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



THE BOLD MOVES

- Landform
- Lighting
- Landscape

MMM proposes 3 Bold Moves that will provide the largest and most effective opportunities for enhancement of the Highway Corridor. The first move will provide an anchor at each end of the study area, while the remaining two moves allow for a cohesive aesthetic along the length of the study area. Although there are many other opportunities identified within this package, we believe that these three items form the basis of the enhancement strategy.



The first move occurs at either end of the corridor, namely in the planting islands where the entry monument signs have been located. The opportunity exists in these locations to draw inspiration from the rugged mountain landscape and recreate it at a more vehicular/pedestrian scale. The beauty of the mountains is somewhat lost in the expanse of asphalt, oncoming traffic and scattered highway/commercial signage. By incorporating earth and large scale rock work into these islands, there is an opportunity to create an entry that truly represents 'Kicking Horse Country'. This idea also allows the Town to create a grand entrance feature, one in which the new entry sign does not stand alone in a flat island but becomes a part of the larger landscape.

The opportunity to incorporate public art/sculpture into these spaces becomes much more dynamic and allows the Town to introduce aspects of history and recreation available in Golden – a Swiss guide summiting a peak, a kayaker navigating a narrow rock channel.

There will be limitations to consider including site lines and snow storage, but we believe these limitations can be addressed without effecting the design intent.

LANDFORM 2



The second move is the introduction of lighting into the landscape. It is envisioned that accent lighting will be incorporated into the entry LANDFORMS to accentuate the signage, exposed rock faces and sculptural works. But the bold move with respect to LIGHTING will be in the introduction of artistic lighting in the median of the highway.

Where there is insufficient space to incorporate planted islands (<3m), decorative medians are envisioned that hold linear light tubes – high density plastic coloured tubes that are lit from within to provide a subtle glow. These tubes will provide a dramatic effect at night and help to create a sense of rhythm to the highway. The medians upon which the lights are installed are envisioned to be constructed of local stone.

Depending on costs, the lighting and stone barrier feature may only occur on a certain percentage of the corridor, with a prefabricated patterned jersey barrier replacing the traditional barriers for the remainder. (all barriers to meet MOTI standards)

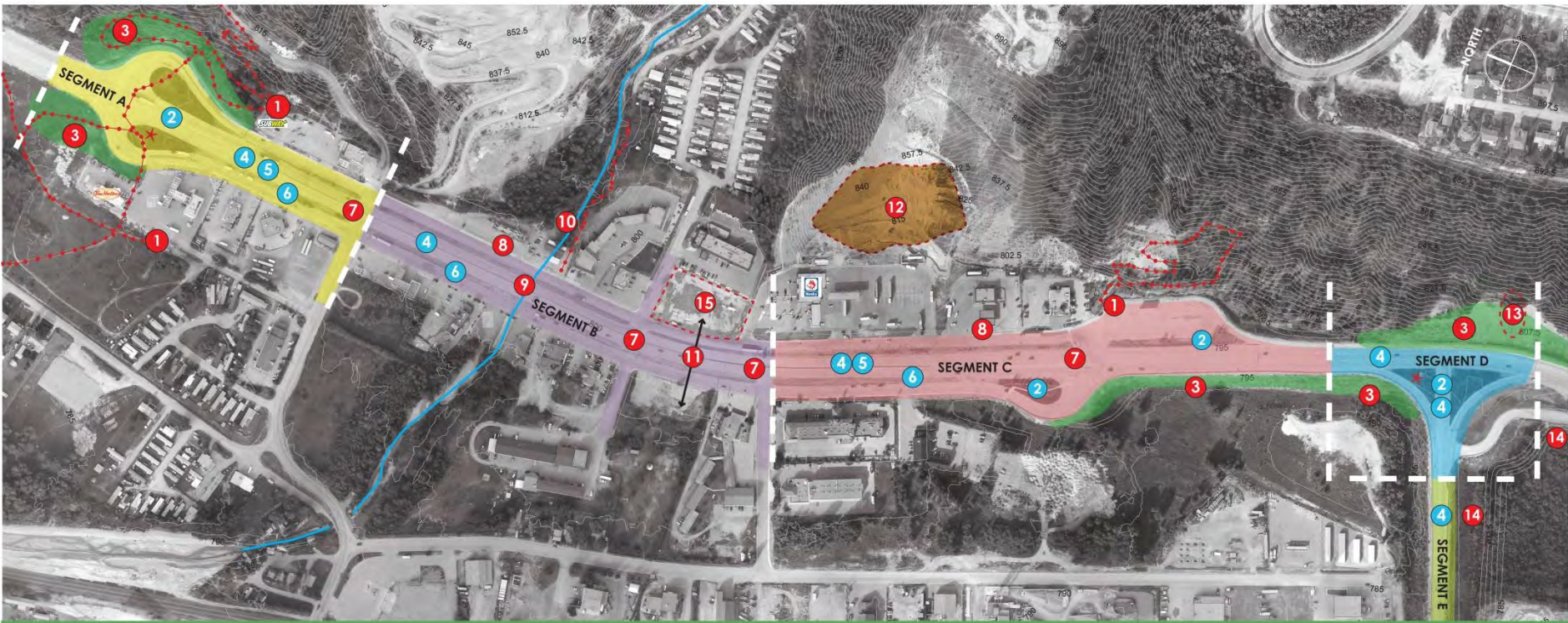
LIGHTING 4



The third move is the introduction of landscaping. Opportunities exist in the reclamation of property lines, the boulevards separating the service road from the highway, and the development of planting medians within the highway width. Recent survey work completed has illustrated that there is sufficient room to incorporate planted medians up to 5m in width along many sections of the highway.

The introduction of native trees and shrub species tolerant to the highway conditions will have immediate impacts on the aesthetics of the corridor. The use of large swaths of similar plantings will create a pattern legible to passing vehicles. The landscape design will consider colour, texture, and seasonal interest to provide maximum value to the improvements, and will ensure visibility and vehicular safety is a priority.

LANDSCAPE 5 6



HIGHWAY 1 CORRIDOR SEGMENTS

LEGEND

- 1 Enhanced trailhead node/seating/rest area with 5-15 min. interpretive trail incorporating view points (history of Golden/Swiss Village) Tim Horton's and Subway are a major draw for vehicular traffic.
- 2 Landform of stone and earth with plantings (to enhance larger planting islands and frame gateway/landmark signs)
- 3 Extend landform/planting treatment on islands to highway edges
- 4 Rock/decorative barrier with lighting to replace no-post median (typical in locations <3m wide)
- 5 Median planting (typical in locations >3m wide)
- 6 Enhanced boulevard planting - typical between service road and highway
- 7 Intersection enhancement - possible planting bulbouts on service road parking lane and new visitor wayfinding signage to match gateway and downtown directional signage
- 8 Reclaim ROW from commercial areas for enhanced plantings - typical
- 9 Symbolic gesture of Hospital Creek in plantings and/or landform
- 10 Explore potential of Waterfall Trail
- 11 Potential pedestrian overpass
- 12 Reclamation planting of quarry / consider large land-art feature
- 13 Downtown wayfinding incorporated into hillside (constructed landform)
- 14 Enhancement of existing trail corridor
- 15 Temporary green space (dog run, sani-dump)

HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



SEGMENT A

LEGEND

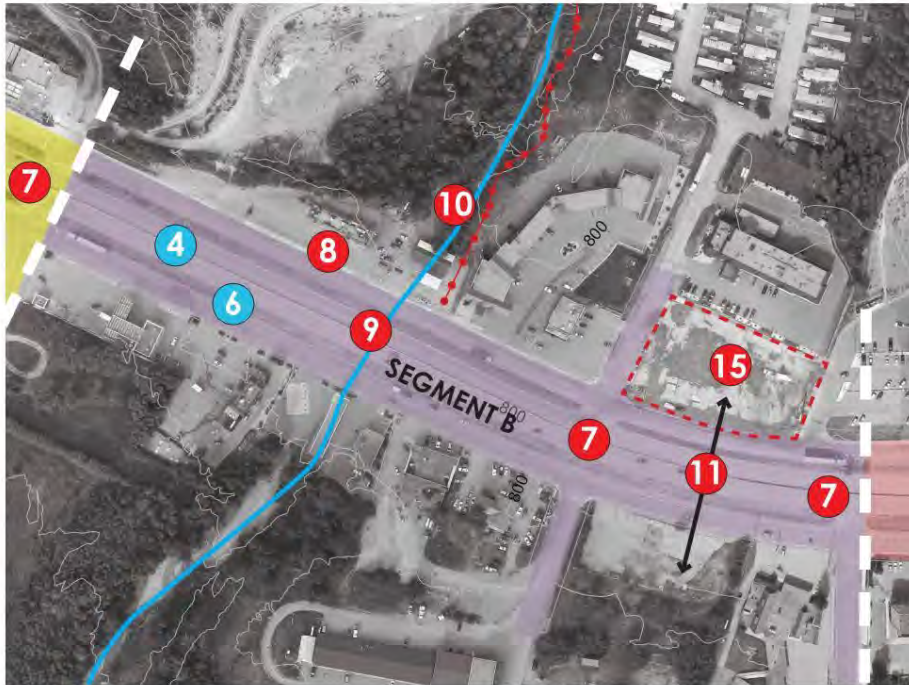
- 1** The Tim Horton's is a big draw for travellers. An enhanced rest area with a 5-10 minute interpretive trail is an ideal opportunity to introduce the Town of Golden to potential tourists. In addition to an amenities map the trail could incorporate the history of the CPR, the geomorphology of the Rocky Mountain Trench and the settlement of Golden.

Subway is also a big draw for travellers. A second enhanced rest area with a 5-10 minute interpretive trail (perhaps linked to the previous trail) can provide more detail on downtown amenities and offer a background on the Swiss Village, a very unique and important part of mountaineering history.
- 2** Landforms of stone and earth with plantings could enhance the larger planting islands and frame the new gateway sign. The addition of natural rock will play off of Golden's context, defining the sign and making it more legible from the highway. The inclusion of sculpture (wildlife, mountaineers, skiers) may be a consideration to enhance the entry.
- 3** Extend landform/planting treatment on islands to highway edges. This treatment will further strengthen the improvements on the island and provide a strong sense of entry into the Town.
- 4** Natural rock and/or decorative concrete barrier with lighting/sculptural element to replace no-post median (typical in locations <3m wide). This would provide the functionality of highway safety (crash wall/ pedestrian barrier) but also start to set up a condition of rhythm and pattern which in turn could suggest movement along the Trans-Canada Highway corridor.
- 5** Median planting (typical in locations >3m wide) Where widths allow, consider the development of planted medians with concrete aprons. Large swaths of similar plant materials suited to highway conditions provide patterns of colour and texture that are legible to vehicular traffic. The placement of trees strengthens the rhythm and pattern, improving user experience.
- 6** Enhanced boulevard planting - typical between service road and highway. Design here must consider impacts of snow and salt/sand and harsher maintenance requirements.
- 7** Intersection enhancement - possible planting bulbouts on service road parking lane and new visitor wayfinding signage to match gateway and downtown directional signage. The inclusion of bulbouts will have a minor impact on total parking areas and the design will need to ensure the safe movement of large scale vehicles.



SEGMENT A CHARACTER IMAGES

HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



SEGMENT B

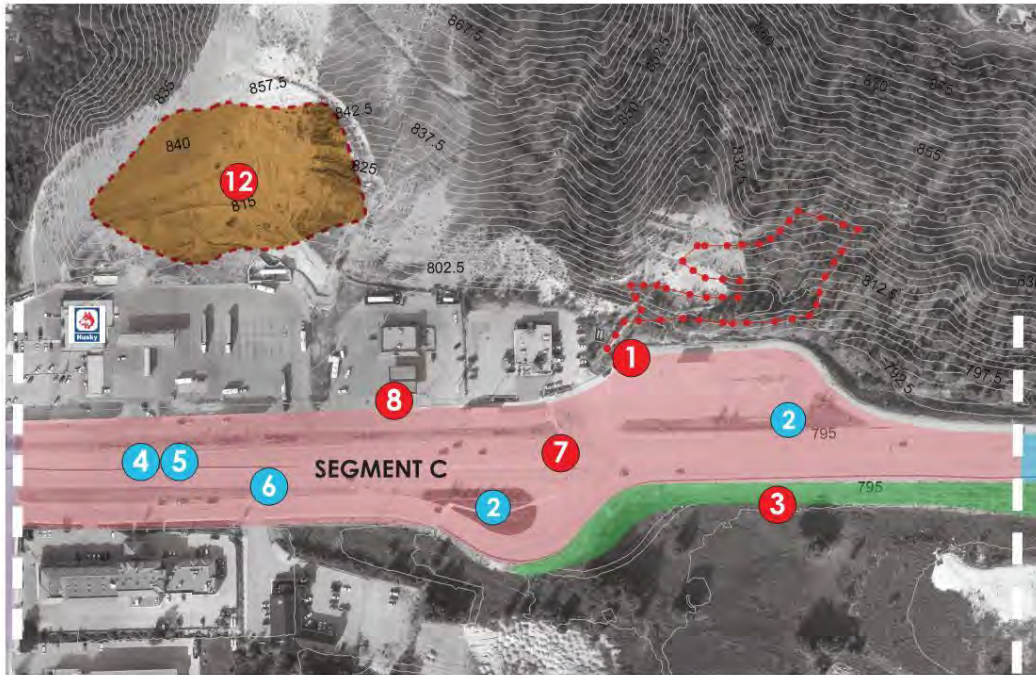
LEGEND

- 4 Natural rock and/or decorative concrete barrier with lighting/sculptural element to replace no-post median (typical in locations <3m wide). This would provide the functionality of highway safety (crash wall/pedestrian barrier) but also start to set up a condition of rhythm and pattern which in turn suggests movement along the Trans-Canada Highway corridor.
- 5 Median planting (typical in locations >3m wide). Where widths allow, consider the development of planted medians with concrete aprons. Large swaths of similar plant materials suited to highway conditions provide patterns of colour and texture that are legible to vehicular traffic. Trees again start to create a rhythm and pattern that improves the visitor experience.
- 6 Enhanced boulevard planting - typical between service road and highway. Designs here must consider impacts of snow and salt/sand and harsher maintenance requirements.
- 7 Intersection enhancement - possible planting bulbouts on service road parking lane and new visitor wayfinding signage to match gateway and downtown directional signage. The inclusion of bulbouts will have a minor impact on total parking areas, but the design will need to ensure the safe turning movement of large scale vehicles.
- 8 Reclaim ROW from commercial areas for enhanced plantings. Many areas within the ROW have been fully paved, detracting from the aesthetic of the streetscape. The reinstatement of these areas to accent the median and boulevard treatments will reduce the overall scale of these areas and buffer unsightly properties.
- 9 Symbolic gesture of Hospital Creek in plantings and/or landform/sculpture.
- 10 Explore potential of Waterfall Trail. Although currently not a formalized trail there is the potential here to work with the property owner to create a more formalized trail, perhaps connecting to Note 15.
- 11 Potential pedestrian overpass. This area has been identified as an opportune location for an overhead pedestrian crossing. The lands identified by Note 15 would play a significant role in any development of a crossing.
- 15 Temporary green space. The landowner has offered to work with the Town to create a temporary green space, with the condition that some truck parking must be maintained. There are opportunities here to create additional amenities for tourists/visitors including a dog run and a sani-dump station. The proximity to the Waterfall Trail may facilitate a trailhead and, as in the other rest areas, information on downtown Golden could be provided.



SEGMENT B CHARACTER IMAGES

HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



SEGMENT C

LEGEND

- 1 The current truck pull out could be re-worked to provide an enhanced rest area with a 5-10 minute hiking trail. In addition to a Town of Golden amenities map, the rest area and trail could focus on the diversity of recreational opportunities available in the area - skiing, mountaineering, rafting, kayaking, etc.
- 2 Landforms of natural rock and earth with plantings will enhance the larger planting island and play off of Golden's context. The inclusion of sculpture/art that depicts the recreational opportunities may be a consideration to enhance these areas.
- 3 Extend landform/planting treatment on islands to highway edges. This treatment will further strengthen the improvements on the island and provide a strong sense of entry into the Town.
- 4 Natural rock and/or decorative concrete barrier with lighting/sculptural element to replace no-post median (typical in locations <3m wide). This would provide the functionality of highway safety (crash wall/ pedestrian barrier) but also start to set up a condition of rhythm and pattern which in turn suggests movement along the Trans-Canada Highway corridor.
- 5 Median planting (typical in locations >3m wide) Where widths allow, consider the development of planted medians with concrete aprons. Large swaths of similar plant materials suited to highway conditions provide patterns of colour and texture that are legible to vehicular traffic. Trees start to create a rhythm and pattern that improves the visitor experience.
- 6 Enhanced boulevard planting - typical between service road and highway. Design here must consider impacts of snow and salt/sand and harsher maintenance requirements.
- 7 Intersection enhancement - possible planting bulbouts on service road parking lane and new visitor wayfinding signage to match gateway and downtown directional signage. The inclusion of bulbouts will have a minor impact on total parking areas, but the design will need to ensure the safe turning movement of large scale vehicles.
- 8 Reclaim ROW from commercial areas for enhanced plantings. Many areas within the ROW have been fully paved, detracting from the aesthetic of the streetscape. The reinstatement of these areas to accent the median and boulevard treatments will reduce the overall scale of these areas and buffer unsightly properties.
- 12 Reclamation of quarry / consider large land-art feature.



quarry site - before



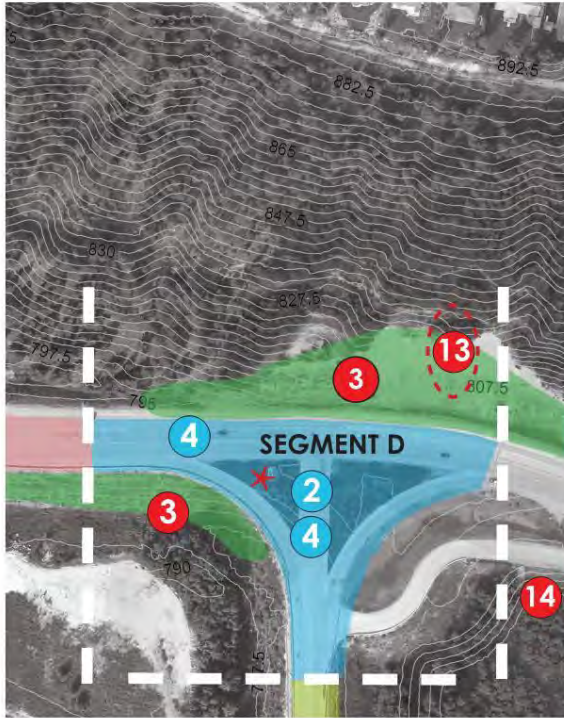
quarry site - after



SEGMENT C CHARACTER IMAGES



HIGHWAY 1 CORRIDOR OPPORTUNITIES PLAN



LEGEND

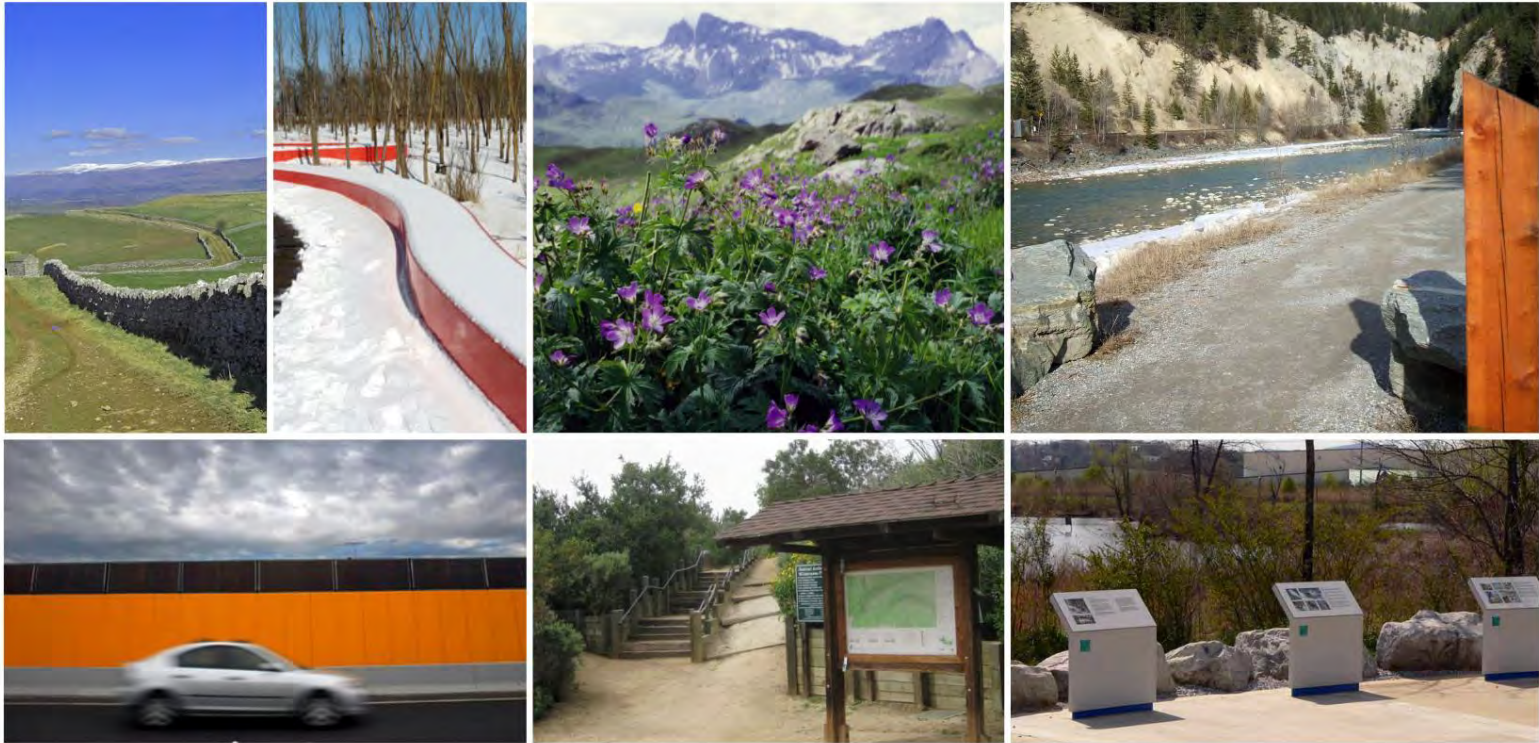
- 2 Landforms of natural rock and earth with plantings will enhance the larger planting island and play off of Golden's context. The inclusion of sculpture and/or art that depicts the recreational opportunities may be a consideration to enhance these areas.
 - 3 Extend landform/planting treatment on islands to highway edges. This treatment will further strengthen the improvements on the island and provide a strong sense of entry into the Town.
 - 4 Natural rock and/or decorative concrete barrier with lighting/sculptural element to replace no-post median (typical in locations <3m wide) This would provide the functionality of highway safety (crash wall/ pedestrian barrier) but also start to set up a condition of rhythm and pattern which in turn suggests movement along the Trans-Canada Highway corridor.
 - 13 Integration of landform into hillside with directional signage to downtown Golden. Landform could incorporate additional sculpture to promote recreational opportunities and/or history of Golden.
 - 14 Enhancement of the existing trail corridor.
- 16 Additional opportunities to enhance the arrival experience and wayfinding are also located to the east. The bridge underpass just beyond the visitor centre may allow for additional downtown wayfinding signage



SEGMENT D



SEGMENT D CHARACTER IMAGES



SEGMENT E CHARACTER IMAGES



SEGMENT E CHARACTER IMAGES



LANDFORM - BEFORE



LANDFORM - AFTER





LIGHTING/LANDSCAPE - BEFORE



LIGHTING/LANDSCAPE - AFTER





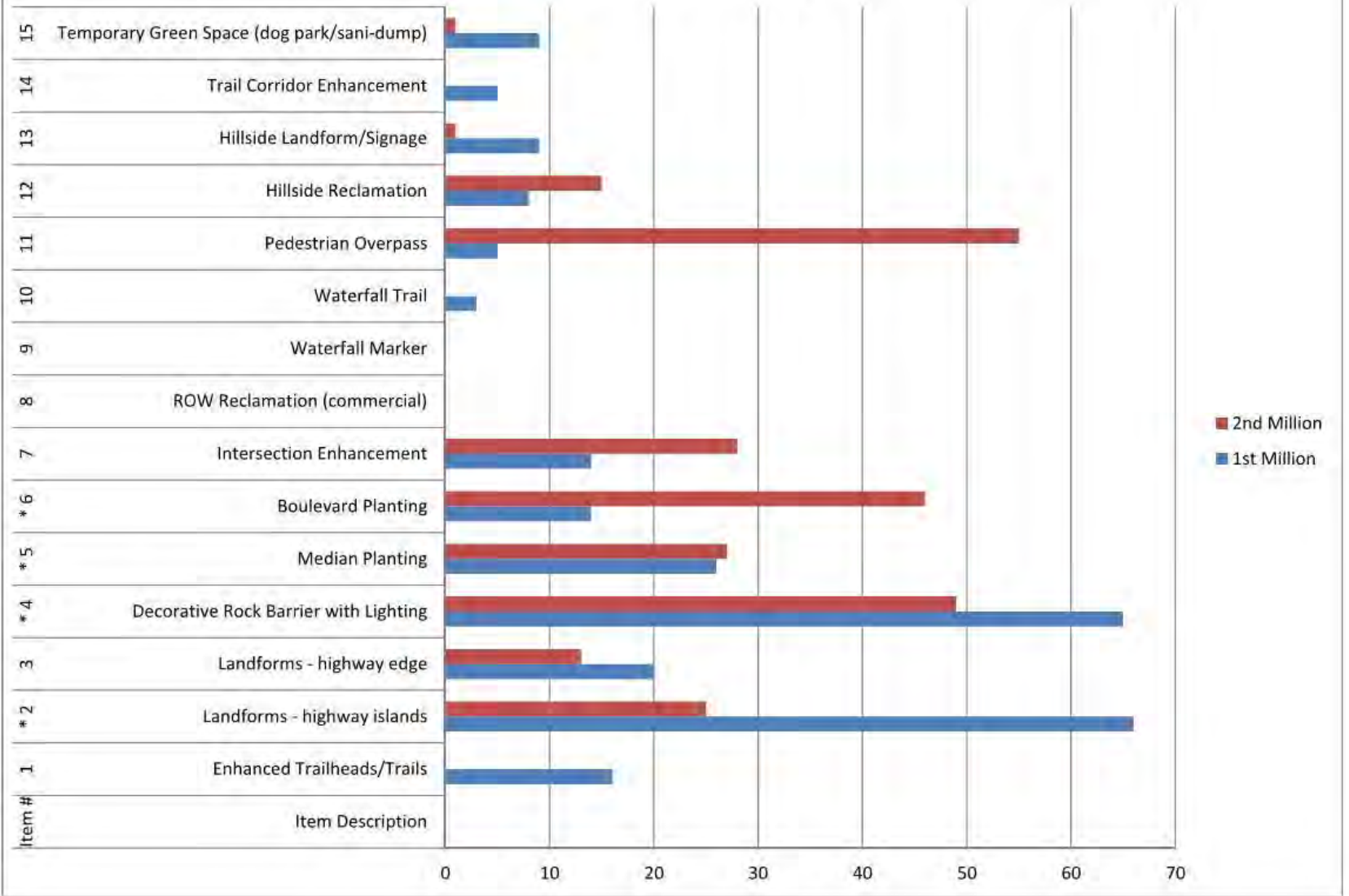
LIGHTING/LANDSCAPE - AFTER



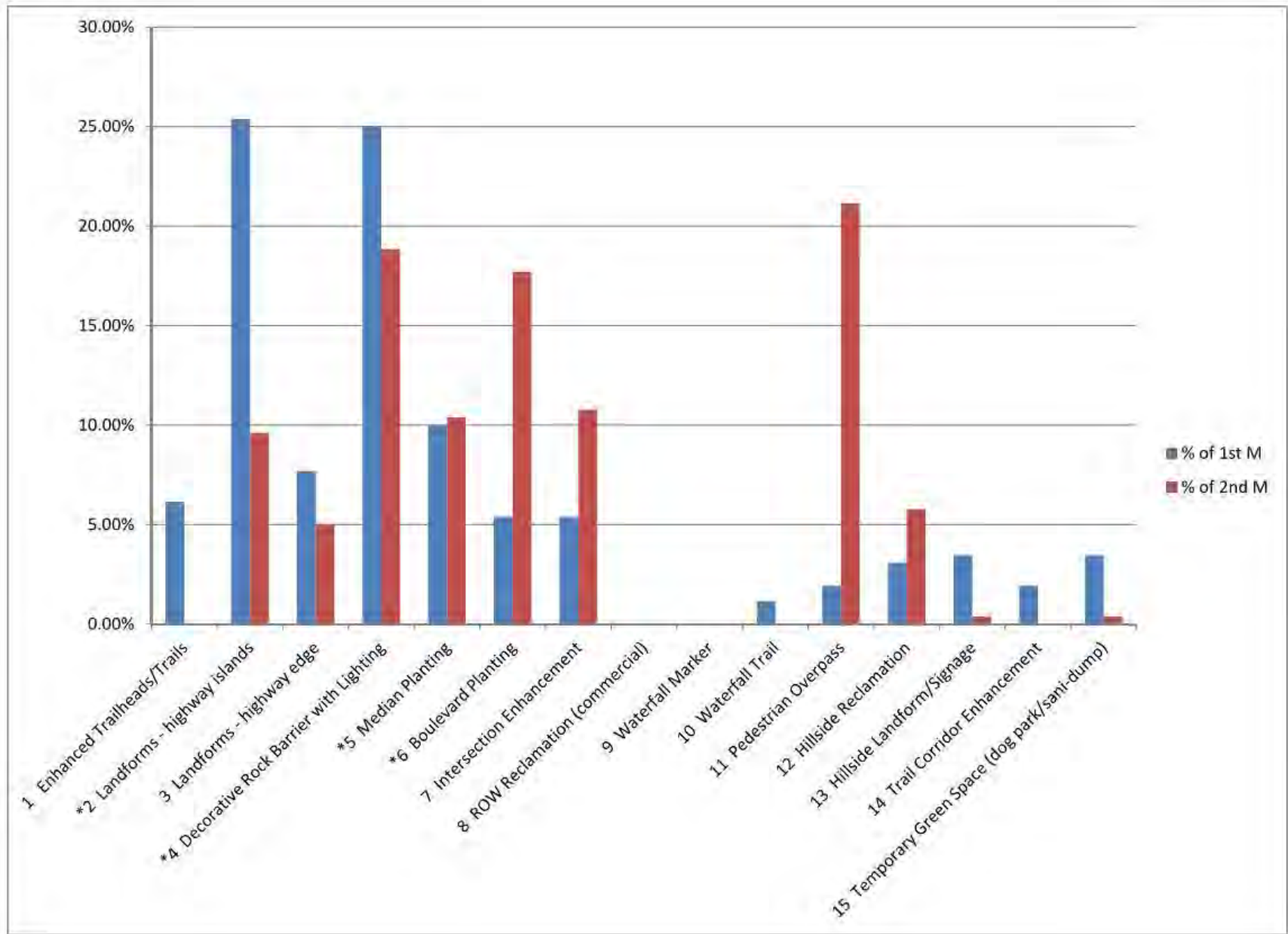
Where do we spend the money?



Number of Poker Chips



Percentage of \$1,000,000



CONCLUSION / NEXT STEPS



- THE OPPORTUNITIES
- BOLD MOVES
- SELECTION/ESTIMATED COSTS
- PRELIMINARY DESIGN
- DETAILED DESIGN

A person is rappelling down a dark rock face. The background is a bright yellow-green color with some faint, curved lines.

THANK YOU!

QUESTIONS?