

INDIAN FLATS  
AREA STRUCTURE PLAN  
TOWN OF CANMORE

**TOWN OF CANMORE  
INDIAN FLATS  
AREA STRUCTURE PLAN**

*Being Schedule A attached to and forming part of By-law 7-94 adopted  
by the Town of Canmore on April 12, 1994.*

Prepared by the Municipal Planning Division of the Calgary  
Regional Planning Commission



## TABLE OF CONTENTS

SECTION 1.0		
PURPOSE AND INTENT	.....	Page 1
SECTION 2.0		
BACKGROUND TO THE PLAN	.....	Page 3
2.1	LOCATION AND GEOGRAPHY	Page 3
2.2	EXISTING LAND USES	Page 6
2.2.1	ON SITE LAND USES	Page 6
2.2.2	ADJACENT LAND USES	Page 6
2.2.3	OTHER INDUSTRIAL USE AREAS	Page 7
2.3	UTILITIES AND INFRASTRUCTURE	Page 8
2.4	ENVIRONMENT	Page 9
2.4.1	DEVELOPMENT CONSTRAINTS - WILDLIFE	Page 9
2.4.2	DEVELOPMENT CONSTRAINTS - PHYSICAL	Page 10
2.4.3	HISTORICAL RESOURCES	Page 10
SECTION 3.0		
PLAN POLICIES AND CONCEPT	.....	Page 12
3.1	GOALS AND OBJECTIVES	Page 12
3.1.1	GOALS	Page 12
3.1.2	OBJECTIVES	Page 12
3.2	CONCEPT	Page 13
3.3	LAND USE	Page 13
3.3.1	LAND USE POLICIES	Page 15
3.4	TRAFFIC AND PEDESTRIAN CIRCULATION	Page 16
3.4.1	ROAD AND TRAFFIC CIRCULATION POLICIES	Page 17
3.5	UTILITIES	Page 19
3.5.1	UTILITIES POLICIES	Page 19

3.6	ENVIRONMENT .....	Page 22
3.6.1	ENVIRONMENT POLICIES .....	Page 22
3.7	DESIGN GUIDELINES .....	Page 23
3.7.1	DESIGN GUIDELINE POLICIES - PHASE I .....	Page 24
3.7.2	DESIGN GUIDELINE POLICIES - PHASE II .....	Page 24
SECTION 4.0.0 PLAN IMPLEMENTATION .....		Page 25
4.1	CONFORMITY WITH OTHER STATUTORY PLANS AND BY-LAWS .....	Page 25
4.2	STRATEGY .....	Page 25

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**SECTION 1.0  
PURPOSE AND INTENT**

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The Indian Flats Area Structure Plan has been prepared to address the long term planning and development issues for an area of land which was annexed to the Town of Canmore in 1991. The area, known as Indian Flats, was specifically annexed to provide expansion for industrial development. Demand has been strong in the Elk Run Industrial Park directly to the west of the site, and few available lots remain. It is the purpose of this plan to make provision for future industrial development which can be efficiently serviced and phased to serve the short and long term needs of the community.

The Planning Act requires that any area structure plan (ASP) conform to a General Municipal Plan (GMP) that exists for an area. The Indian Flats ASP expands upon the direction provided by the Canmore GMP which identifies areas of land for industrial land uses, encourages the broadening of the employment and economic base of the community and promotes the development of clean light industrial uses which are sensitive to the surrounding environment. As well, the ASP takes into consideration direction provided by the 1992 Canmore Economic Strategy. The Planning Act also requires that the Plan describe the sequence of development, proposed uses, location of transportation and utilities and such other matters as Council considers necessary.

Part of the requirements of the ASP is to ascertain that the proposed industrial land use is the best use for the area. A review of the background material showed that the site was isolated from existing and proposed residential development. The geography and topography of the area would prevent the intrusion of incompatible land uses in the future and would likely prevent any further expansion of the Town boundaries in the vicinity. Locational criteria (highway access, adjacent industrial sites etc.) also suggested that the area was best suited to some

form of industrial use. The preliminary Environmental and Historical Resources Overview (McCallum Paquet 1993) suggested that appropriate industrial uses may be preferable to residential land uses as human intrusion would be less and would not occur 24 hours a day resulting in less impact on wildlife and their travel corridors. As such, industrial land uses were reaffirmed as being the most appropriate for the subject area.

**SECTION 2.0  
BACKGROUND TO THE PLAN**

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**2.1****LOCATION AND GEOGRAPHY**

The Plan area (see Figure 1) was annexed to the Town of Canmore in 1991 and has been shown as an industrial growth area in the Canmore General Plan. It is bounded on the south by Bow Valley Trail (Highway 1A) and on the west by Elk Run Boulevard. On the east, the planning area boundary has been established at the existing Indian Flats Road alignment. The balance of the area is bounded by the steep escarpments of the lower benches of Grotto Mountain. The study area contains 68 acres more or less however, preservation and protection of adjacent land uses have been incorporated the Plan.

The majority of the Indian Flats site has a 0% to 1% slope with an overall average of approximately 3%. The maximum elevation differential occurs on a small portion of the site near the electrical sub-station where the boundaries include a portion of the escarpment. The area is generally glacial gravel deposits overlying bedrock. A thin layer of soil lies on top of these deposit particularly to the north and west portions of the site. The land is well drained and exhibits no evidence of recent erosion or overland drainage.

Existing access to the site is via either the 1A highway at Indian Flats Road or from Elk Run Boulevard. Existing access roads to the Alpine Club and Bow Valley Riding Association are to be retained. Future access to the upper benches is most likely to occur from internal roads serving the development area.

FIGURE 1 - LOCATION

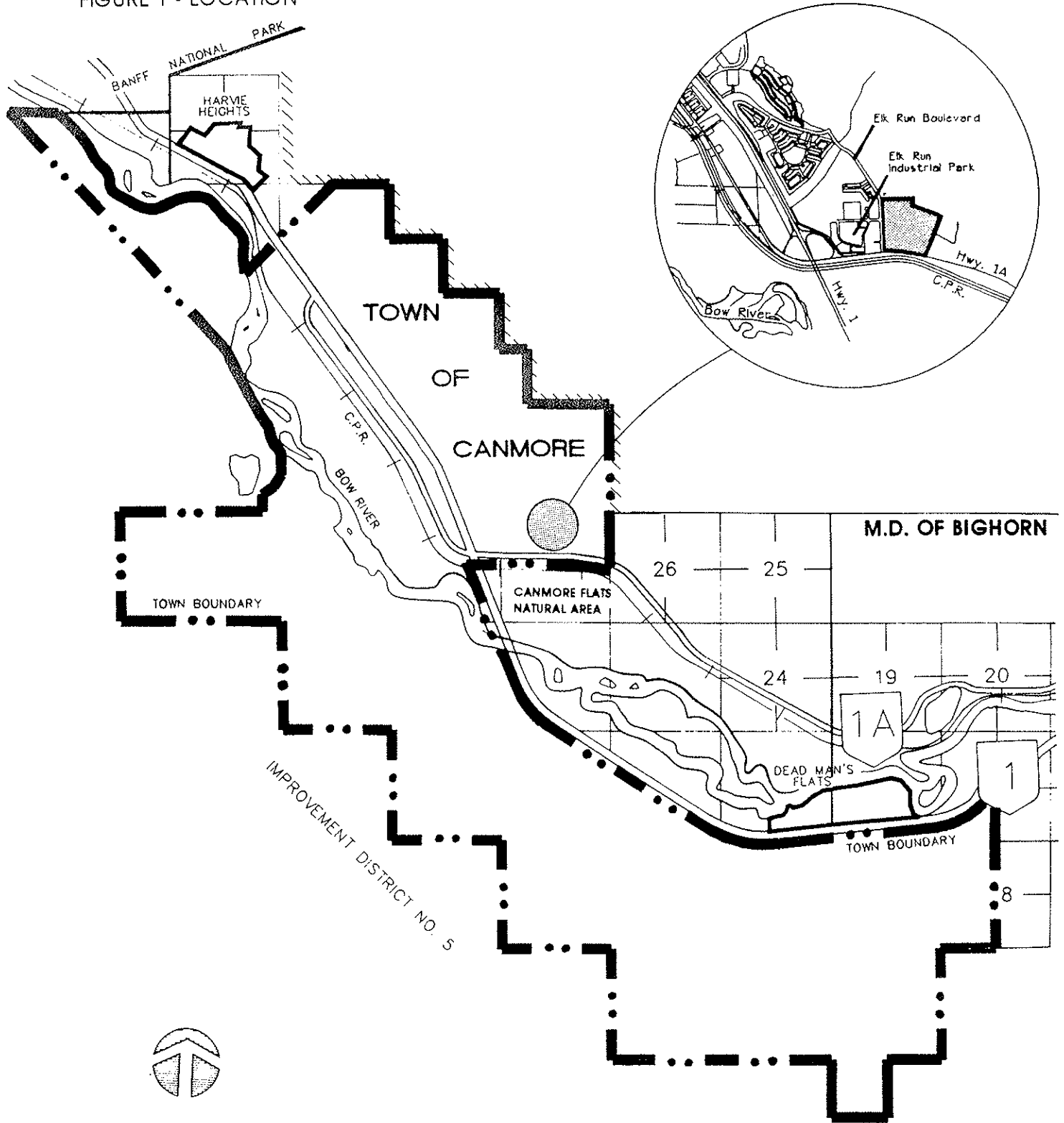
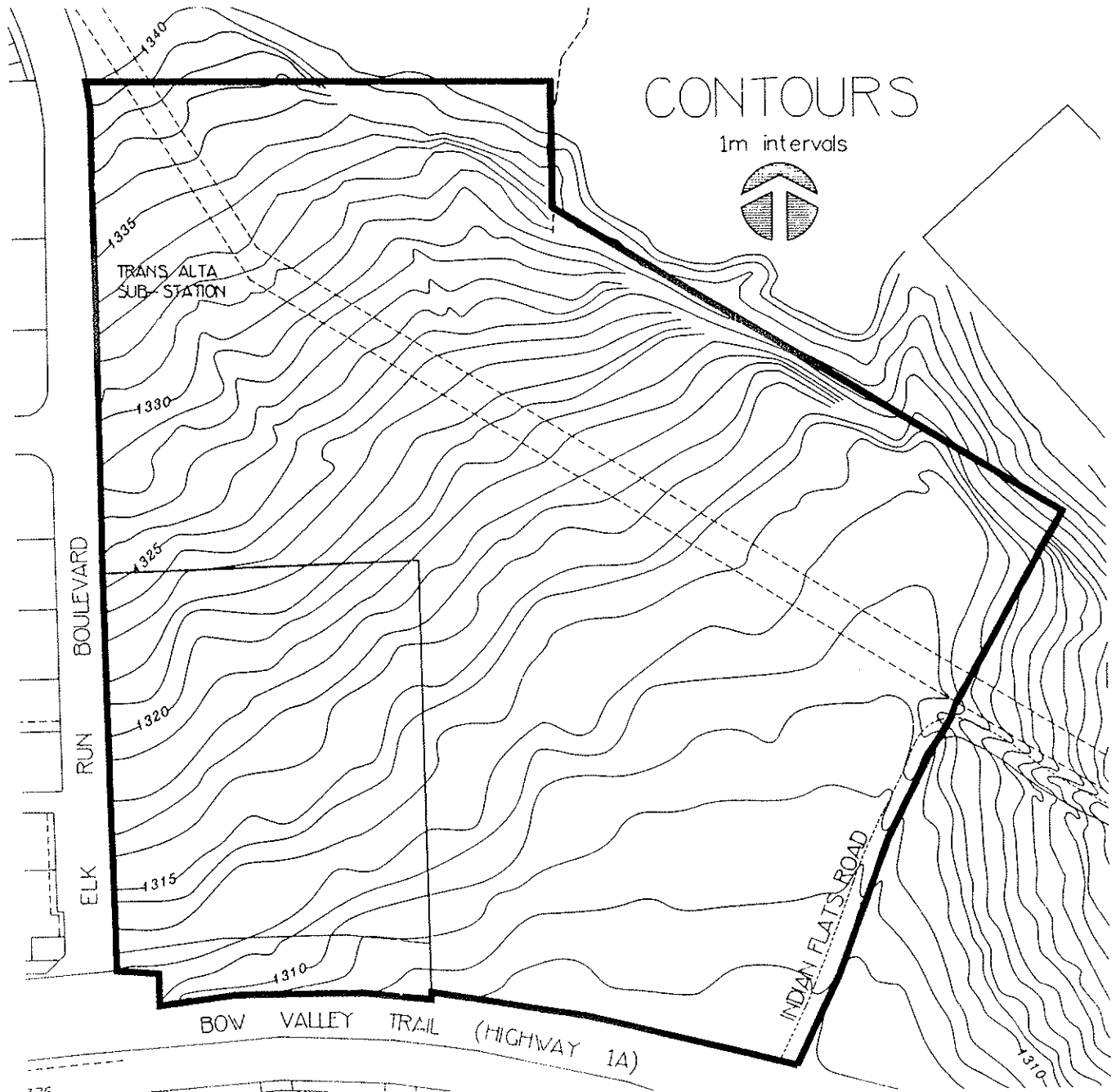




FIGURE 2 - TOPOGRAPHY



**2.2 EXISTING LAND USES****2.2.1 ON SITE LAND USES**

Development within the study area is scant. There is a privately held 12 acre parcel of land in the extreme south west corner of the area which contains a house and outbuildings. It is used for horses and as a private residence. TransAlta Utilities operates an electrical substation in the north west corner of the area and has power lines traversing the site on an existing registered right of way. The balance of the subject area is owned by the Crown and is leased to the Bow Valley Riding Association for use by their members.

Over the years, a number of temporary uses have occupied the level portions of land in the central area of the site. Most notably, Alberta Transportation used the site as a work camp during the construction of local highways. Historically, the area is believed to have been used by Indians on many occasions as a campsite and gathering area and may have the potential of yielding significant archaeological artifacts although later activities have likely disrupted evidence of major finds.

**2.2.2 ADJACENT LAND USES**

The majority of adjacent areas are substantially developed. Above the site to the north, the Alpine Club of Canada operates a club house and associated facilities. They have extended their lease to include lands surrounding the clubhouse to control future development. The club is concerned about how the proposed development will look from their facility as well as the impact it may have on their access, hiking trails and area wildlife.

The Bow Valley Riding Association facilities are located directly east of the ASP area. The current 88 acre lease which includes Indian Flats expires in 2005. They utilize the land for riding area as well as for access to the upper benches. The association's major concern with regard to development is that

their access to preferred riding areas is maintained. They further note that use of the existing power line right of way is not suitable access due to problems associated with lightning strikes and safety.

South of Highway 1A, the low lying lands have been designated by the province as a natural area (Canmore Flats Natural Area) and therefore have limited development potential. The lands are prime wildlife habitat and may have a number of endangered species located there. Bill Griffiths Creek provides an important watering area for land animals as well as being an important spawning area for brown trout. It is believed the water source for the creek comes from the Grotto Mountain area and hence may be impacted by development on Indian Flats. The McCallum Paquet report notes that any uses permitted on Indian Flats should ensure that no possibility of groundwater contamination occurs. Also, development should not interfere with existing drainage patterns and groundwater movement.

The areas to the west and north west of the planning area contain urban types of developments. Directly west, Elk Run Industrial Park is the primary location for industrial development within the Town of Canmore. To the north and north west are the residential developments of Canyon Ridge and Mountview. These areas are well removed both physically and visually and should not be unduly impacted by industrial development occurring in the Indian Flats area.

### 2.2.3

#### OTHER INDUSTRIAL USE AREAS

In addition to the Elk Run Industrial Park, Canmore has other industrial developments within its boundaries which may affect the development of another industrial park. Industrial Place and Aspen Industrial Park are two centrally located developments which are experiencing compatibility problems with adjacent uses. It is Council's goal to have most of the uses relocated to allow for redevelopment of the areas to uses more compatible with adjacent uses and more suitable to

the central part of the Town. To ensure the businesses are not lost to the community, land availability is a consideration.

The Town has designated a substantial area of land along Highway 1A for extremely light industrial and associated retail uses (see Bow Valley Trail Area Structure Plan, 1991). Additional land for these types of uses will not be required in the foreseeable future. As the Town does not wish to attract heavy industry which may impact the lifestyle of the community as well as the environment, only general industrial uses need to be accommodated in the Indian Flats area.

### 2.3

#### **UTILITIES AND INFRASTRUCTURE**

Sufficient capacity exists within the municipal utilities to accommodate a fully serviced industrial area. Existing main lines serve the Elk Run development to the west as well as the residential areas to the north. A lift station may be required to allow sanitary sewer connections to these lines. Gravity flow connections for storm sewer may be feasible for initial development phases.

All private utility companies have indicated an ability to provide service to the area. TransAlta Utilities have some special requirements for development which may impact their existing power line right of way. Sufficient area exists adjacent to their substation for any future expansion requirements.

A drainage system will be required to control surface run-off generated by hard surfacing and structures. The system must be designed to ensure that no direct overland drainage occurs from the site towards Bill Griffiths Creek or the Canmore Flats Natural Area. As well, the plan must ensure that no alteration to underground aquifers occurs or have the potential to be contaminated as the groundwater is the primary year round water source for Bill Griffiths Creek and the spawning area.

**2.4****ENVIRONMENT**

## 2.4.1

## DEVELOPMENT CONSTRAINTS - WILDLIFE

The Town of Canmore's location within a mountain valley and adjacent to a wildlife preserve (Banff National Park) has the potential to impact wildlife habitat and movement. At various times, animal activity including those larger mammals such as bear and elk, can be seen within the Town boundaries. Indian Flats is part of this ecosystem and development must be undertaken in a manner which minimizes or mitigates impact on the natural environment and wildlife.

The Indian Flats site and the area surrounding it contains evidence of a substantial amount of wildlife activity particularly on the benches above the development site. The benches have been identified as a potential major wildlife corridor for a number of species although the extent of the corridor is not yet known. The physical evidence as well as observations by area users suggest that a variety of wildlife use the area surrounding Indian Flats as a major route to Canmore Flats Natural Area where water and habitat is readily available. No direct evidence of wildlife activity was found on the development area however observers have seen deer and elk in the wooded portions of the site on various occasions. It is not known whether development to the west and north has altered the natural movements of wildlife away from the area or if the existing pattern is permanent.

The preliminary environmental study prepared by McCallum Paquet identifies a number of issues regarding wildlife habitat should development occur on the site. Its findings have been incorporated into the policies of the Plan.

The impacts of developing Indian Flats on the surrounding lands must be determined. Industries which have high emissions of pollutants, including noise, may have a deleterious affect on the environment over a much wider area than the

immediate development. Similarly, development which impacts groundwater flow or quality will damage habitat downstream.

#### 2.4.2

#### DEVELOPMENT CONSTRAINTS - PHYSICAL

Land within the Plan area does not in itself present any major obstacles to industrial development. The area is predominantly flat and sparsely treed which will allow sites to be utilized with a minimum of recontouring. The majority of the sloped lands are located in the northwest and western portions of the planning area. Access limitations imposed by proximity to primary highways should be easily dealt with by proper internal road systems. No undermining or flood risk affect the lands. The Town of Canmore's Slope Development Policy will apply to sites located in proximity to the escarpment.

Alberta Environmental Protection recommends that setbacks for development from adjacent slopes should be equivalent to the height of the slope. As discussed previously, concerns relating to the watershed and groundwater contamination must be addressed before development should be allowed to occur. The Environmental Impact Statement which is required to be done for all except the first phase of development should specifically review these areas of concern.

#### 2.4.3

#### HISTORICAL RESOURCES

Indian Flats is a known location for historic or ancient Indian artifacts. The area had been part of a major trail network along the valley and may be the site of encampments or settlements. An existing archaeological site (EgPt-4) has been examined on the site. Although many of the potential finds near the surface have likely been obliterated by recent development and activities, the potential for artifacts to be found up to three metres deep does exist. The provincial body having jurisdiction over historic sites will require a historical resource study to be completed as part of the subdivision or development process. The McCallum Paquet study recommends

the study be completed before development becomes imminent. Completion of the study prior to development will ensure significant finds can be protected and promoted through the use of historic plaques, names and interpretive displays.

**SECTION 3.0  
PLAN POLICIES AND CONCEPT**

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- 3.1 GOALS AND OBJECTIVES
- 3.1.1 GOALS
- 3.1.1.1 To provide for an area which allows a range of industrial activities that will be compatible with adjacent land uses.
- 3.1.1.2 To provide a road system that will meet the current and future needs of the Town as well as the Bow Corridor.
- 3.1.1.3 To ensure the sequence of development accommodates both the needs of individual landowners and the long term interests of the Town.
- 3.1.1.4 To encourage orderly transition of the lands to industrial development and protect the integrity of existing adjacent developments.
- 3.1.1.5 To protect the natural environment.
- 3.1.2 OBJECTIVES
- 3.1.2.1 To provide for a range of lot sizes which will accommodate diversified, clean, light industrial land uses.
- 3.1.2.2 To establish a road network within the planning area which safely and efficiently handles the flow of traffic within the area.
- 3.1.2.3 To protect the integrity of Bow Valley Trail (Highway 1A) both in terms of traffic circulation and safety.
- 3.1.2.4 To ensure the sequence of development provides for efficient servicing of the area and protects the integrity of major utility lines.
- 3.1.2.5 To establish buffers which protect the integrity of adjacent land uses and their operations.



- 3.1.2.6 To protect the appearance of the entranceway to Town by preserving the natural aesthetics of the area.
- 3.1.2.7 To provide for recreational trail system linkages within and adjacent to the plan area.
- 3.1.2.8 To ensure that development does not adversely impact the natural environment or interfere with significant wildlife corridors.

**3.2****CONCEPT**

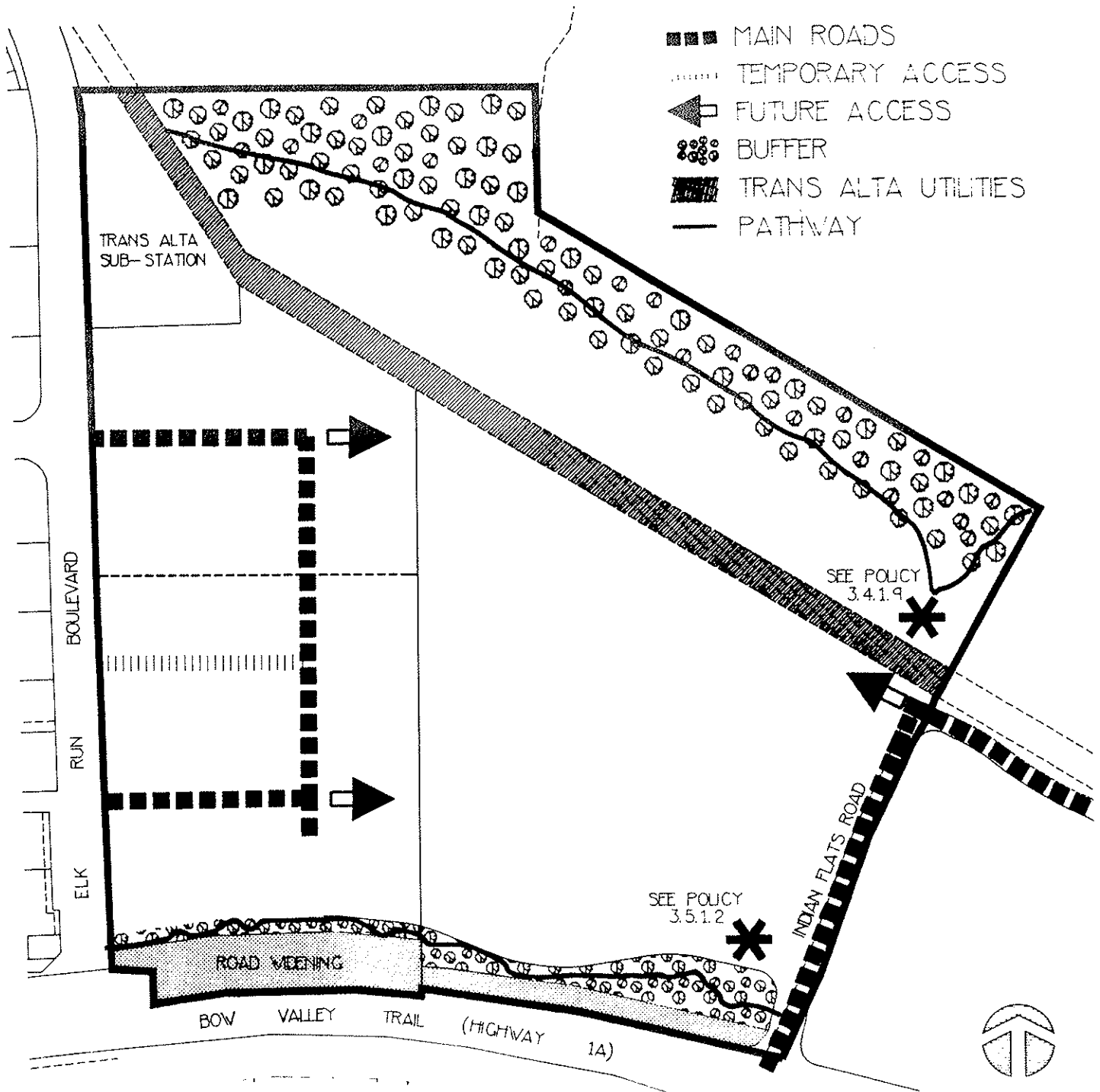
The design concept for the Indian Flats area is shown in Figure 3. The concept provides for a full range of general industrial land uses being permitted within the area and provides for future lot development to occur which meets or exceeds the minimum requirements of the M-2 land use district. The internal road system is shown for illustrative purposes only. Actual road location and lotting pattern will be dealt with at the subdivision and development stages in response to individual developer and industrial land use requirements.

The ultimate development and design of the area must be sensitive to the environmental and wildlife concerns which have or may be identified. It is the intent of the design concept and the accompanying policies to provide a framework for development which recognizes the physical limitations of the area.

**3.3****LAND USE**

The Indian Flats area is intended to become an industrial subdivision forming a continuous extension of existing uses in Elk Run directly to the west. The area is particularly suited to industrial land uses due to its proximity to main transportation routes, compatible adjacent land uses and physical isolation from existing and future residential areas.

FIGURE 3



CONCEPT ONLY: ROAD ALIGNMENTS  
AND ACCESSES TO BE DETERMINED AT  
SUBDIVISION AND DEVELOPMENT STAGES.

The Town of Canmore does not wish to encourage the industrialization of the Bow Corridor to the detriment of the tourist trade, however it recognizes that alternative employment opportunities exist and must be provided within the community. The tourist trade also requires access to certain associated industries which support its activities. Development restriction in the surrounding national and provincial parks suggest that Canmore has a future as the primary service centre for the area.

Environmental concerns and primary wildlife habitat must be considered when developing any land within the Town and Bow Valley corridor. The policies of this plan are intended to provide guidelines as to the types of uses that may be developed within the parameters of environmental concerns.

### 3.3.1

#### LAND USE POLICIES

#### 3.3.1.1

Land uses within Phase I should be limited to low impact general industrial or associated commercial uses characterised by the M-2 land use district.

#### 3.3.1.2

Specific conditions addressing environmental constraints may be applied to any development within the area. At the discretion of the approving authority, uses which involve the storage of hazardous materials may be considered where the authority is satisfied contaminants can be safely contained on site.

#### 3.3.1.3

Heavy or noxious industries such as asphalt or cement plants are not permitted.

#### 3.3.1.4

The area shall be developed in two phases (see Figure 4). Phase I consists of the southwest portion of land bordering Elk Run Boulevard being the 12-acre site shown on Plan 3567 JK. The balance of the Plan area is considered Phase II. The area may be further broken down into sub-phases to address the economics of development or environmental constraints.

- 3.3.1.5 Phase I does not require an environmental impact statement (EIS) prior to development. An EIS for the balance of the planning area shall be undertaken to determine long term impacts on wildlife habitat and movements as well as review impact on groundwater resources.
- 3.3.1.6 Lands within Phase II should be protected from major development in the short to medium term in order to protect the integrity and usability of existing uses in the surrounding area.
- 3.3.1.7 Should development be allowed in the long term, a new land use district which more fully describes acceptable land uses and requirements relating to the environmental constraints and appearance of the area shall be adopted for Phase II.
- 3.3.1.8 Subject to the findings of the EIS, the area lying north of the Trans Alta Utilities right of way may be protected as a major wildlife habitat and corridor. The EIS will determine the specific location of all wildlife corridors to be protected within the study area.
- 3.3.1.9 For stability and wildlife considerations, a buffer strip at least as wide as the slope is high shall be provided between the toe of the escarpment on the north boundary of the plan area and any future lots approved north of the TransAlta Utilities right of way.
- 3.3.1.10 Cultural and historically significant sites identified by the Historical Resources Review should be protected from development and promoted through the use of interpretive plaques and historic names.

**3.4****TRAFFIC AND PEDESTRIAN CIRCULATION**

The integrity of the existing major road system in the area is of primary importance to the plan. Access to Highway 1A and Elk Run Boulevard is to be limited. The area is to be served by a new collector road and internal road system. The sample internal road system illustrated in Figure 3 is not to be construed as

being the ultimate road pattern. Location of the right of way and connection points may be shifted to accommodate proposed development and the needs of individual landowners. It is intended that the road pattern in Phase I should be capable of standing alone in the event that development does not occur in the long term on the balance of the lands or the required EIS limits development potential.

Alberta Transportation and Utilities has identified the need for future upgrading of Highway 1A as well as a requirement to improve intersectional treatment once Indian Flats Road is constructed. It is expected the details of these upgrades will be dealt with at the subdivision and development stage. The plan identifies land requirements for these facilities as road widening.

The Town should undertake a cooperative approach with transportation to alleviate conflict between wildlife movements and traffic flows. Measures such as reduced speed limits and warning signage should be considered along the highway adjacent to the development area.

### 3.4.1

#### ROAD AND TRAFFIC CIRCULATION POLICIES

#### 3.4.1.1

Access to development sites shall be provided by an internal road system connecting to a collector standard roadway. No direct access to Bow Valley Trail will be permitted.

#### 3.4.1.2

All developments shall be required to provide adequate on site parking.

#### 3.4.1.3

A 14.5 metre wide strip of land shall be protected for future highway upgrading. The requirement includes land previously dedicated as service road on Plan 3567 JK.

#### 3.4.1.4

The continuity of the Trails and Open Space system shall be reflected in the pattern of development of the area. Coordination and cooperation should be

maintained with the M.D. of Bighorn to provide trail links in the study area to adjacent lands within the M.D.

- 3.4.1.5 A maximum of four direct accesses to Elk Run Boulevard may be permitted from development sites.
- 3.4.1.6 Notwithstanding 3.4.1.5, a single road access to the existing 12-acre parcel shown on Plan 3567 JK may be allowed which connects to an internal road system serving both Phase I and II provided it intersects Elk Run Boulevard at a point no less than 100 metres north of Bow Valley Trail. A single temporary access road may also be permitted to allow the 12-acre site to be developed independently from the balance of the area.
- 3.4.1.7 Intersectional treatment at Elk Run Boulevard and Indian Flats Road shall be provided to the satisfaction of Alberta Transportation and Utilities and the Town of Canmore.
- 3.4.1.8 Provision of future access points to Phase II shall be included as part of any subdivision or development occurring in Phase I. In the long term, access should be provided by a single collector road linking Glacier Drive in the Elk Run Industrial Park to the existing Indian Flats Road access at Bow Valley Trail.
- 3.4.1.9 Within Phase II, a community parking area should be provided north of the intersection in proximity of the collector road and the existing access to the Alpine Club. The area should be minimally developed so as to reduce impact on any wildlife which may frequent the area.
- 3.4.1.10 The Town will work with Alberta Transportation and Utilities to ensure signage and speed limits along Bow Valley Trail reflect the need to protect wildlife movements and activities.

**3.5****UTILITIES**

Development sites within the Indian Flats area are expected to be fully serviced with all utilities. Extensions of existing water and sewer lines may be made from major lines located in Elk Run Boulevard. Private utility companies can provide services from their existing facilities. Details of the servicing plan will be required at the subdivision and development stage.

Existing major electrical facilities within the development area must be protected and any development adjacent to power lines must be undertaken in a manner acceptable to the utility operator.

Storm water management is of primary concern both with respect to overland flooding as well as protecting the integrity and quality of the groundwater aquifer system and downstream wildlife habitat. Specifically, excess run-off must not be permitted to affect the Canmore Flats natural area. Cumulative effects of development must also be considered during the review of individual development proposals.

**3.5.1****UTILITIES POLICIES****3.5.1.1**

In all Phases, lots shall be serviced by municipal water and sanitary sewer facilities. Location and sizing of the services shall be to the satisfaction of the Town engineer.

**3.5.1.2**

A storm water management plan will be required to be approved by Alberta Environment, Water Resources Branch as well as the Town's engineer, prior to development of the area. All required siltation and retention ponds as well as the location of final discharge will be required to be approved by Environmental Protection.

**3.5.1.3**

Notwithstanding 3.5.1.2, Phase I development may be permitted to connect storm sewers to existing

lines in Elk Run Boulevard provided the facilities are installed in such a manner that future connection to any treatment or retention facility located in Phase II can be accommodated. Any installation shall ensure facilities are provided which prevent industrial contaminants and hydrocarbons from entering roadside ditches and Bill Griffiths Creek.

3.5.1.4

Development restrictions established by TransAlta Utilities for areas in proximity to their lines shall be adhered to.

3.5.1.5

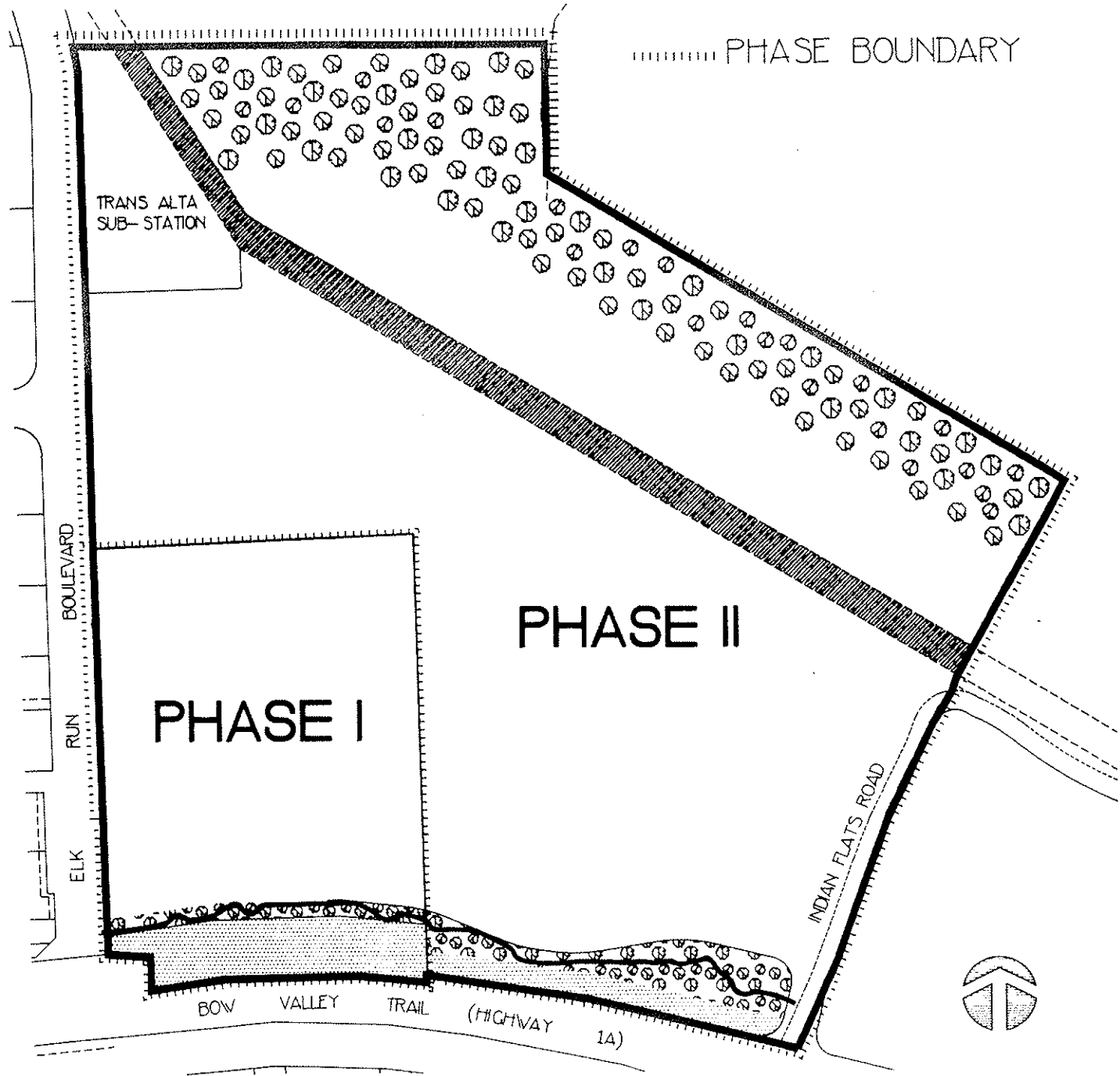
Upon construction of the internal road system, access to the electrical substation shall be relocated from Elk Run Boulevard to the internal road.

3.5.1.6

Sufficient land is available for the expansion of the substation however the utility company is encouraged to develop the site in a manner which is sensitive to surrounding land uses and the environment.



FIGURE 4



**3.6****ENVIRONMENT**

Preservation of the environment, primary wildlife corridors, significant stands of trees and individual mature trees has been identified as a priority for both the Town of Canmore and its residents. It is the intent of this Plan to preserve this aspect of the area while still allowing economic development and growth to occur for the benefit of the people. The McCallum Paquet environmental overview has identified a number of existing environmental issues which must be accommodated as well as introduced a need for further study where sufficient information was unavailable to produce concrete recommendations. The comments and recommendations of the study are accepted and endorsed through the policies of this document.

**3.6.1****ENVIRONMENT POLICIES****3.6.1.1**

A historical resources review shall be provided for all phases of development prior to construction or subdivision occurring.

**3.6.1.2**

All developments within Phase I shall conform to the approved drainage plan and shall submit evidence that such development will not contribute to ground water or surface runoff contamination.

**3.6.1.3**

Developments in Phase I which involve the storage or use of hazardous materials shall submit detailed plans for mitigating the potential affects of leachate or spillage on surface runoff or the groundwater system. The plans will be reviewed by Environmental Protection and the Town to certify compliance with provincial guidelines and legislation.

**3.6.1.4**

An Environmental Impact Statement (EIS) shall be conducted and reviewed by the Canmore Environmental Advisory Review Committee and approved by Council prior to any subdivision or development occurring in Phase II of the area. The Terms of Reference for the project shall be reviewed

and approved by the same review bodies prior to commencing the project.

3.6.1.5

In addition, a long term habitat review of lands north of the TransAlta Utilities right of way will be conducted prior to any development being considered for that area.

3.6.1.6

Mitigating measures with regard to the intrusion of industrial activity (noise, emissions or human activity) shall be implemented within Phase II in accordance with the findings of the EIS.

3.6.1.7

Lands identified in the EIS as prime wildlife habitat or corridors shall be protected at the time of subdivision.

3.6.1.8

In addition to the requirements of Section 6.3.5 of the Canmore General Municipal Plan, the EIS conducted for Phase II shall pay special attention to the potential for groundwater or surface water contamination and the impact of the storage of hazardous goods and materials

**3.7**

### **DESIGN GUIDELINES**

The Town of Canmore has made a commitment to ensuring only a high standard of development occurs within its boundaries. It believes in the importance of exhibiting quality for the benefit of the tourist industry as well as its residents. Because the area is located along a designated scenic route, a high standard of development should be encouraged.

The following policies are intended to give direction to approving authorities and the development industry. It is expected that individual developers of the area will build upon these guidelines and create more stringent and detailed requirements for individual sites.

- 3.7.1 DESIGN GUIDELINE POLICIES - PHASE I
- 3.7.1.1 Lots located adjacent to or visible from Highway 1A and Elk Run Boulevard are required to exhibit a high standard of appearance and architectural design. Storage and parking areas are to be screened from view and landscaping incorporated into the overall site design.
- 3.7.1.2 Roof treatments and screening of roof top equipment shall take into consideration the visual impact the treatment will have on adjacent land uses and trails located on the upper slopes of the Benchlands.
- 3.7.1.3 Developments should attempt to minimize fencing and lighting beyond what is necessary for proper security.
- 3.7.1.4 Removal of natural vegetation, particularly mature tree growth, should be minimized. Where site development requirements preclude the protection of natural vegetation, a high standard of landscaping should be implemented in cleared areas.
- 3.7.1.5 Existing vegetation should be retained or new growth incorporated along the easterly boundary of Phase I to provide a visual buffer between industrial development and existing land uses.
- 3.7.2 DESIGN GUIDELINE POLICIES - PHASE II
- 3.7.2.1 In addition to the policies set out in 3.7.1, specific design guidelines shall be developed and implemented in accordance with the findings and recommendations of the Environmental Impact Statement as well as any special appearance and open space requirements established by the Town of Canmore.

**SECTION 4.0.0  
PLAN IMPLEMENTATION**

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**4.1 CONFORMITY WITH OTHER STATUTORY PLANS AND BY-LAWS**

This Area Structure Plan conforms with the following:

- The Planning Act, Chapter P-9, R.S.A. 1980 and amendments;
- The Calgary Regional Plan, May 9, 1984; and
- The Town of Canmore General Municipal Plan, October 1992

**4.2 STRATEGY**

The Indian Flats ASP will be implemented through public education, enforcement at the subdivision and development stages and through appropriate budgetary considerations for those polices which are the responsibility of the Town. Successful implementation of this Plan will also be dependent on the willingness of individual landowners to proceed with development, market demand for the property and most importantly, the outcome of the Environmental Impact Statement required by the Plan policies. Continued liaison and cooperation with adjacent jurisdictions will also be required to ensure environmental issues and development impacts are handled in an effective manner.

The Plan will be implemented over a period of years, therefore it should be reviewed periodically to ensure that the policies and direction continue to be relevant and applied in a fair, effective manner. Amendments to the ASP should be made as circumstances warrant, but an analysis should be done on the amendments impact on the whole Plan to ensure there is no conflict with the stated goals and policies.

In the event industrial development occurs in Phase II of the area in the long term, it is recommended that the Council of the day conduct a non-statutory public hearing to apprise the public of the plans, their relevance to ASP policy, and provide the details of the EIS as it relates to the proposed development. This process will help to assure the public that the issues and concerns discussed as part of the ASP process are not forgotten or ignored over time.

Version 3