



BYLAW 11-2012

BOW VALLEY TRAIL AREA REDEVELOPMENT PLAN

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO ADOPT AN AREA REDEVELOPMENT PLAN FOR THE BOW VALLEY TRAIL AREA

WHEREAS the Municipal Government Act authorizes the Council of the Town of Canmore to adopt plans and measures for the purpose of achieving orderly, economical and beneficial development and use of land and human settlement, and to maintain and improve the quality of the physical environment within which patterns of human settlement are situated in Alberta;

AND WHEREAS the Municipal Government Act authorizes the Municipal Council of the Town of Canmore to adopt by bylaw, an Area Redevelopment Plan

NOW THEREFORE the Council of the Town of Canmore, in the Province of Alberta, duly assembled, enacts as follows:

1: TITLE

1.1. This bylaw shall be known as the “Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012.”

2: INTERPRETATION

2.1. Where this bylaw references a Town staff position, department or committee, the reference is deemed to be to the current name that the staff position, department or committee is known by.

3: PROVISIONS

3.1. The Bow Valley Trail Area Redevelopment Plan, being Schedule A as attached and forming part of this bylaw, is hereby adopted.

3.2. The area size restrictions contained in the following sections of Schedule A will remain in force and effect until June 30, 2014 after which time they shall cease to form part of this bylaw – s. 6.1.3(7); s. 6.1.3.1; s. 6.2.3(7),(8); and s. 6.2.3.1.

4: ENACTMENT/TRANSITION

4.1. As soon as is practicable after passage of third reading of this bylaw, council shall cause a town-wide study by an external expert, working with the assistance of community expertise, to be commissioned. The terms of reference for the study will be brought back to council for approval; and will include analysis of the types of businesses and services Canmore will need for residents and tourists now and into the future, as well as recommendation for commercial area size restrictions required on Bow Valley Trail to facilitate such businesses and services. This study shall be referenced by council to, in particular, further consider area size restrictions contained in the Land Use Bylaw and other municipal planning documents, ideally before June 30, 2014.

4.2. If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.

4.3. Downtown/Highway Commercial Area Redevelopment Plan Bylaw 2-1986 is repealed.

Bylaw approved by: _____

This bylaw comes into force on the date it is passed.

FIRST READING: September 18, 2012

SECOND READING: December 4, 2012

THIRD READING: January 15, 2013

Approved on behalf of the Town of Canmore:

John Borrowman, Mayor

January 21, 2013
Date

Cheryl Hyde, Municipal Clerk

January 21, 2013
Date

**BYLAWS AMENDING BYLAW 11-2012
THE TOWN OF CANMORE
OFFICE CONSOLIDATION**

- 2017-34 Adopted March 6, 2018 (Residential Buildings)
- 2021-20 Adopted May 4, 2022 (Amendment Common Amenity Housing)

Schedule A:
Bylaw 11-2012 Bow Valley Trail Area Redevelopment Plan



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1.0 Intent of the Plan

This Area Redevelopment Plan (ARP) is intended to provide strategic direction for the redevelopment of the Bow Valley Trail (BVT) area, to provide guidance for municipal capital planning and projects within the area, and to be a catalyst for partnerships to improve the area.

2.0 Vision

The vision for the Bow Valley Trail was developed through community workshops.

The Bow Valley Trail Area:

1. is a welcoming and inviting gateway for visitors to the community
2. has its own consistent look and feel as you travel the length of the area
3. is a vibrant and resilient place, with many attractions for both visitors and residents
4. is well connected to the rest of the community
5. has a mix of different businesses and activities that complements other areas of the community
6. is one of the Town's primary visitor accommodation areas

3.0 How this Plan was Developed

Town Council approved the terms of reference for the area redevelopment plan (ARP) in early 2011; shortly thereafter they appointed a Steering Committee to oversee development of the ARP. The Steering Committee was composed of members of the community with backgrounds in many sectors: hotel and lodging, real estate, architecture, development, tourism, economic development, hospitality, Bow Valley Trail businesses, and municipal government. This ARP was developed through two public charrettes, research by Town administration, public comments, and deliberation by the Steering Committee.



The first charrette, held in May/June 2011, focused on the vision for the Bow Valley Trail (BVT) area and how land in the area should be used. Through this charrette, the community identified four distinct precincts and two landmark overlay areas, and provided direction for policy development in these areas.



The second charrette, held in November 2011, focused on developing a streetscape and pedestrian design for the Bow Valley Trail, and the “look and feel” of the street. The second charrette resulted in the development of a conceptual streetscape plans for the Bow Valley Trail, suggested modifications to development regulations, and proposed a list of short to medium term priorities for improving the street.

Based on the public workshops, research, and deliberations of the Steering Committee, a draft ARP was developed and presented to Council in early 2012.

3.1 Guiding Principles for the Development of the Plan

The guiding principles were derived from the public workshops conducted as part of the development of this area redevelopment plan. These principles were used for the development of the area redevelopment plan and should not be used for interpreting the policies contained in this document:

1. The Bow Valley Trail area is principally a commercial area.
2. The area should provide services principally to visitors and also to residents (more for visitors than residents).
3. Appropriate uses for areas should be identified.
4. Housing opportunities that support the community and businesses should be identified.
5. The area should include uses that help diversify our economy and support resiliency for changing economic times.
6. Development that supports defined economic development objectives should be encouraged.
7. The Downtown is the social and commercial heart of the community. The BVT area should complement, not compete with Downtown.
8. Streets, in particular Bow Valley Trail, should be user friendly and pleasant and should not feel like a highway.
9. Pedestrian connections and experiences should be improved within the BVT area and connecting to neighbouring areas.
10. The Bow Valley Trail should be improved and have a coherent look and feel throughout the area.

3.2 Acknowledgements

The Town of Canmore Council and administration would like to thank the members of the Steering Committee, all the volunteers who took part in the charrettes, and those who submitted comments to help develop this ARP. Community engagement and participation in the long range planning process is integral to our community's future.

4.0 Organization of the Plan

This plan is organized in several sections: Area Wide Policies, Precinct Specific Policies, Conceptual Streetscape Design, Implementation, and Monitoring. The Area Wide Policies section (section 5.0) contains those policies that are intended to apply to the entire BVT area:

- 5.1 Residential Uses within the BVT Area
- 5.2 Conversion of Existing Visitor Accommodation Units
- 5.3 Signage Regulations
- 5.4 Branding
- 5.5 Vacant Lot Standards
- 5.6 Infrastructure
- 5.7 Funding Philosophy for Improvements

The Precinct Specific Policies section (section 6.0) contains specific regulations, in addition to the Area Wide Policies, that apply only to the particular precinct in which they are listed.

The Conceptual Streetscape Design section (section 7.0) includes a series of common streetscape elements that should be employed throughout the BVT Area, as well as a conceptual street plan for the central precinct and another for areas outside the central precinct.

The Implementation section (section 8.0) includes recommended short to medium term actions that should be undertaken to help implement this plan.

The Monitoring section (section 9) details the formation of a standing committee to monitor implementation of the plan.

An appendix has been attached to the plan and includes some common language definitions to assist in reading it. The appendix is not part of the Bow Valley Trail Area Redevelopment Plan bylaw and is included for information only.

5.0 Area-Wide Policies

The Bow Valley Trail (BVT) area has been treated as virtually a single area since 1998. Over time, and through redevelopment, several distinct areas have become apparent. While these areas are different from each other, they share a common history and form parts of the greater BVT area. This section includes a number of policies that are intended to apply to the entire BVT area. Unless otherwise noted, these regulations are intended to be in addition to the existing regulations that apply to the BVT area.

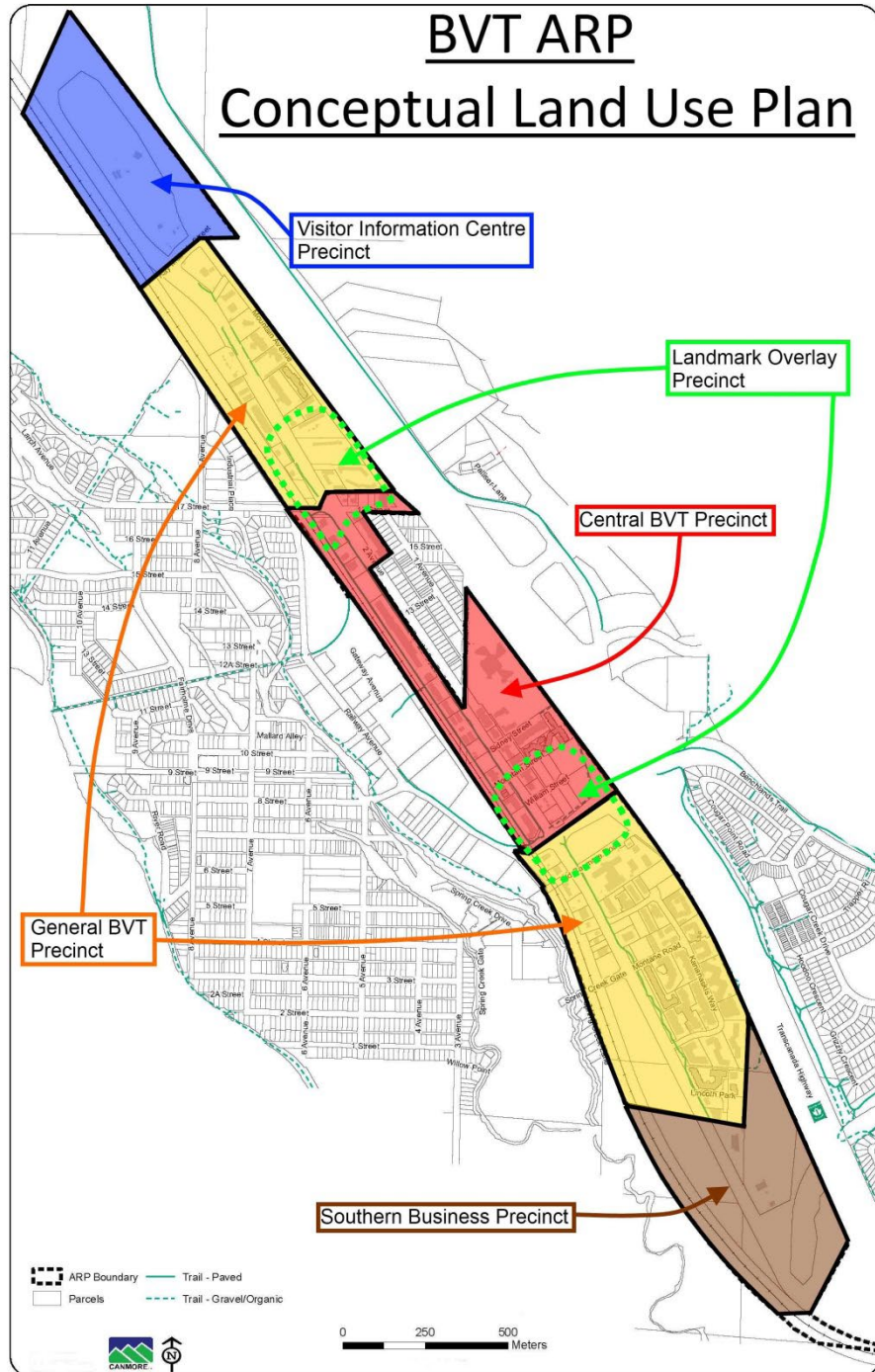


Figure 1: Conceptual Land Use Plan

5.1 Residential Uses within the BVT Area

The Bow Valley Trail (BVT) area is primarily a commercial area; residential development within the area is intended to be ancillary to commercial uses. The proportion of a building that can be used for residential purposes, and the size of individual residential units should be limited in order to strengthen the commercial nature of the BVT area. Despite the foregoing, some entirely residential buildings may be allowed where they align with community need for housing, particularly rental housing. [2017-34]

5.1.1 General Residential Uses and Tourist Homes

Throughout the BVT area where residential uses or Tourist Homes are appropriate, the following criteria should apply to residential development:

1. A maximum of 50% of the Gross Floor Area (GFA) of a development may be residential.
2. Residential uses should not be permitted on the ground floor of a building.
3. Residential Dwelling Units and Tourist Homes should be limited to a maximum size of 75m².
4. Notwithstanding 1, 2 and 3 above, Long Term Care Facilities and Seniors Housing/Supportive Living Facilities, as defined in the Land Use Bylaw 22-2010, may occupy up to 100% of the GFA of a development, and may be permitted on the ground floor of a building.
5. Residential uses should be separated from commercial or visitor accommodation units. In mixed use buildings, access to the residential units should be limited to restrict users of visitor accommodation units from entering residential sections of the building.
6. Notwithstanding the above, pure residential buildings may be allowed where there is demonstrated alignment with housing needs of the community. This may include rental apartment developments, or housing limited to employees of Canmore and the Bow Valley. This form of housing should only be considered on sites with limited commercial frontage. [2017-34]

Tourist Homes, as defined in the Land Use Bylaw 22-2010, are a special category of residential use. In precincts where these are appropriate, they shall conform to the above guidelines for residential units.

5.1.2 Perpetually Affordable Housing (PAH)

Perpetually Affordable Housing (PAH) units are appropriate in any precinct where residential uses are appropriate. PAH units are distinct from general residential uses and are not required to meet the criteria of 5.1.1 above. The development of PAH units may be permitted provided:

1. Units qualify under the Town of Canmore Perpetually Affordable Housing (PAH) policy.
2. PAH units may be permitted in addition to the maximum 50% GFA of a development that may be residential.
3. Temporary permits for the use of visitor accommodation as perpetually affordable housing may be permitted.

5.1.3 Employee Housing

Employee housing is an important service in Canmore. The availability of affordable employee housing helps businesses succeed and supports a labour force that is part of the community. Employee housing forms part of the overall affordable housing mix in Canmore. Through the development of the area redevelopment plan (ARP), desire was expressed to disperse employee housing throughout the BVT area. Employee housing is intended to be affordable accommodation for employees of Canmore businesses. Examples of this include staff accommodation within hotels or developments such as the Whiskey Jack and Montane Village buildings. Employee Housing is generally not intended to provide long-term family style housing. Employee housing units are distinct from general residential, tourist home, and perpetually affordable housing (PAH) uses and are not required to meet the criteria for general residential or tourist home or PAH uses set out in 5.1.1 and 5.1.2 above.

5.1.3.1 Consistency with Town-Wide Employee Housing Policy

Employee housing within the BVT area as described in this ARP shall be subject to any town-wide employee housing policy adopted by Council.

5.1.3.2 Dispersal of Employee Housing Units

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

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

5.1.3.3 Employee Housing Regulations

Employee housing units within the BVT area should provide rental residential housing that is occupancy restricted to employees of Canmore businesses. The development of any employee housing may be permitted provided:

1. Employee housing units will be restricted in perpetuity as employee housing, to the satisfaction of the Town of Canmore.
2. Employee housing may be permitted in addition to the maximum 50% GFA of a development that may be residential.
3. The maximum unit sizes for employee housing units should be limited to ensure affordability of units.
4. Employee housing may, at the discretion of the Town, be used for residential purposes by more than 3 persons who do not constitute a family as defined in the Land Use Bylaw 22-2010.
5. Employee housing units may be permitted on the ground floor of a building where such units are on the rear side of the building and do not adversely affect the use of the majority of the ground floor for commercial purposes.

6. Notwithstanding 1 above, temporary permits for the use of visitor accommodation units as employee housing may be permitted.
7. For all employee housing, the Town retains the ability to inspect the employee housing unit after providing adequate notice or require supporting information as needed to ensure it is being used in an approved manner.

5.2 Conversion of Existing Visitor Accommodation Units

Conversion of existing visitor accommodation units to employee housing or PAH within the Bow Valley Trail (BVT) area may be considered in accordance with the criteria set out below.

5.2.1 Conversion Criteria

1. In exceptional circumstances, conversions to employee housing or Perpetually Affordable Housing may be permitted where the units to be converted conform to the regulations set out in 5.1 above.
2. Single unit conversions from visitor accommodation to employee housing or perpetually affordable housing may be permitted.

5.2.2 Annual Conversion Limits

The number of units of visitor accommodation that may be converted in a given year should be limited in order to limit the impact of conversions, and to allow the Town to evaluate the impact of such conversions town-wide. The initial number of units allowed to be converted should be established prior to considering any conversions.

5.2.3 Modifications to the Visitor Accommodation Definition

Visitor accommodation units are commercial units intended to provide accommodation to visitors to our community. Modifications to the definitions of visitor accommodation units such as the removal of length of stay requirements create some ambiguity with respect to the commercial nature of the visitor accommodation unit. Any modification to the visitor accommodation definition for units within the BVT area must ensure that the commercial nature and commercial assessment of these units be maintained.

1. The definition of visitor accommodation units shall not be modified to allow long term or residential tenancies.

5.3 Signage Regulations

In general, signage within the Bow Valley Trail (BVT) area should conform to the signage regulations set out in the Land Use Bylaw. Through the development of this ARP, several areas of regulation were identified that should be changed to better meet the intent and purpose of the BVT area.

5.3.1 Signs within the Bow Valley Trail Right-of-Way

The physical layout of the Bow Valley Trail road right-of-way creates challenges with respect to signage for private businesses in the area. The layout results in distances between the edge of road and property lines that vary from about 5m to over 20m. For signage, the larger the distance between the sign and its intended audience, the larger the sign should be to be legible to passersby. Large signs add to the highway feel of Bow Valley Trail.

The community has been clear in expressing a desire for Bow Valley Trail to be a street and not a highway. As such, the Town may consider allowing signs to be located closer to the street in the Town right-of-way, to promote a more pedestrian and street feel to Bow Valley Trail. Regulations governing signs placed within the right-of-way shall reflect the desired street feel for the area. These signs are intended to be smaller than what is currently permitted on private land adjacent to Bow Valley Trail.

The Town, at its discretion, may permit freestanding signs to be located within the Bow Valley Trail road right-of-way. These signs are not considered billboards. Such signs should be for the entire development and not for individual businesses, and may be considered providing they meet the following criteria:

5.3.1.1 Location

1. Signs should not be located closer than 6.0m from the edge of road.
2. Signs should be separated from the sidewalk.
3. Signs may be located between a sidewalk and the edge of road, and reviewed on a case by case basis at the discretion of the Town.
4. Signs may only be permitted within the portion of road right-of-way that borders the front property line of the parcel where the business is located.

5.3.1.2 Design

1. No foundations or footings for signs will be permitted within the right-of-way. At the discretion of the town shallow concrete pads may be permitted for the base of a sign. Freestanding signs must be constructed and ballasted in such a way that they may be easily and quickly moved (*e.g.* by a truck or bobcat).
2. A 2.0m strip on all sides of the base of the sign should be landscaped and maintained by the owner of the sign, to the satisfaction of the Town.
3. The maximum height of a freestanding sign in the right-of-way should be 3.0m, as measured from the crown of the road.
4. The maximum area of a freestanding sign in the right-of-way shall be 2.0m².
5. Illumination of signs within the right-of-way may be permitted; however, electrical wiring between the property and the sign shall not be permitted.
6. Only one freestanding sign may be permitted in the right-of-way per parcel.

7. Any sign located in the right-of-way shall replace a permitted freestanding sign on private property and shall not be in addition to the signs on private property. *(e.g. If a property is permitted to have two freestanding signs on their property and was granted approval to locate a sign within the right-of-way, they would only be allowed to have one freestanding sign on private property.)*

5.3.1.3 Additional Regulations

1. The applicant must enter into an encroachment agreement with the Town for the sign.
2. If the sign is proposed to be located within a utility right-of-way or over utilities, the applicant must first seek approval from the relevant utility company prior to making application to the Town, and include such approval as part of the application to the Town.
3. If the Town requires access to the lands on which an approved sign is located, the owner of the sign must move the sign in accordance with the terms of the encroachment agreement. At such time, the Town may consider approving an alternate location within the right-of-way for the existing sign.

5.3.1.4 Decisions and Appeals

1. The right-of-way is owned by the Town; therefore any decision to refuse an application is not appealable to the Subdivision and Development Appeal Board.
2. A decision made on one application shall not set precedent for future applications. Each application should be evaluated on its own merits.

5.3.2 General Wayfinding Signage

The development of wayfinding signage within the Bow Valley Trail (BVT) area will greatly facilitate movement and navigation through the area. Such signage will form a part of a community-wide wayfinding initiative. Wayfinding signage is dealt with in further detail as part of the conceptual street plans (Section 7).

5.3.3 Offsite Signage

The Town prohibits billboard signs. Billboard signs are defined as signs that direct an individual to a place or business that is situated in a location different from that of the sign. This is in large part to maintain the aesthetics of our Town and to promote a street, not highway, feel.

The Bow Valley Trail (BVT) area is the primary visitor accommodation area within the Town of Canmore. Wayfinding is integral to ensuring that visitors can navigate within the community. Directional signage to assist visitors to find their hotels functions in a different manner from other billboards. Visitors' first point of human contact in town is frequently with the front desk of a hotel. From this they can get personal directions to other destinations within Canmore.

In the interests of promoting wayfinding for visitors to the community and facilitating arrival to lodging in Canmore, an exception to the billboard prohibition should be made only for signage for visitor accommodation developments, in accordance with the following:

1. The Town should develop a freestanding sign template to be used to provide direction to visitor accommodation within the BVT area. Several locations within the BVT area should be identified

as potential sign locations. These locations should be compatible with the conceptual streetscape design.

2. The Town should work with Canmore Business & Tourism and its affiliates to fund the construction of these signs
3. The Town, in conjunction with Canmore Business & Tourism and its affiliates should develop an equitable process for allowing visitor accommodation developments to be included on a given sign.
4. The Town should manage these signs, but all costs associated with building and maintaining the signs should be borne by participating visitor accommodation developments.
5. Privately owned billboards for visitor accommodations shall not be permitted

5.4 Branding the Bow Valley Trail Area

During the development of the area redevelopment plan (ARP), the lack of a sense of place was identified as a barrier within the Bow Valley Trail (BVT) area. It is difficult for visitors to our community to navigate through the area. This poses challenges to the effectiveness of the BVT area as a visitor accommodation area and also impacts potential business throughout the BVT, Gateway and Downtown areas. Wayfinding, branding and active advertising of the precincts within the BVT are all part of the solution to this issue.

5.4.1 Branding Exercise

Canmore Business & Tourism, with support from the Town, should undertake a branding exercise for the Bow Valley Trail area. The result of this exercise should be incorporated into Town maps, street decorations, furniture and advertising.

Any branding for the Bow Valley Trail area shall be consistent with and complement the community brand.

5.4.2 Consistent Naming

The naming of the Bow Valley Trail precincts will be subject to the completion of a branding exercise.

5.5 Vacant Lot Standards

The Bow Valley Trail area is an important commercial area that supports many sectors of Canmore's economy. A positive street environment and a clean aesthetic is a matter of civic pride and helps improve the visitor experience in and through the area.

5.5.1 Regulations

1. Vacant lots within the BVT area should be maintained on a regular basis. Lots should be landscaped in accordance with the Community Architectural and Urban Design Standards (CAUDS).
2. Where fencing of a vacant site is required, such fencing should consistent with the CAUDS.
3. Storage of materials or vehicles on vacant sites should not be permitted.

5.5.2 Vacant Site Beautification

Town administration should develop a policy for Council's consideration to encourage the landscaping and beautification of vacant sites within the Bow Valley Trail area. This policy should consider both incentives and disincentives for vacant properties.

5.6 Infrastructure

5.6.1 Water

There is some concern with respect to fire suppression capacity and need for replacement of the water system servicing the BVT area particularly between 17th Street and Benchlands Trail. The engineering studies completed for this area provide conflicting opinions with respect to the system providing adequate fire suppression capacity for build out of the area. An in depth study will be required to resolve this uncertainty. Water main looping near the heliport and extension towards the visitor information centre should be incorporated prior to any major road reconstruction in these areas.

There are currently capital improvement projects planned for lifecycle replacement of sections of the water system along the BVT. These are not impacted by the ARP.

5.6.2 Sanitary Services

From a capacity perspective, engineering studies indicate that the sanitary system within the BVT area is sufficient to meet the needs of anticipated future development with the proposed land uses. However, some of the lands in the Southern Business Precinct were not included in the build out model. Development in these areas would most likely require a sanitary capacity analysis to ensure existing infrastructure can meet its needs. The Southern Business Precinct represents a reduction in the intensity of use due to the removal of residential and visitor accommodation uses from this area.

From a lifecycle perspective, some portions of the sanitary system may need to be replaced prior to any major road reconstruction. Extension of the sanitary main in front of the Visitor Information Center should be given consideration prior to major road reconstruction as the current infrastructure is not adequate to meet the ongoing demands of the Visitor Information Centre Precinct or future development of this precinct.

5.6.3 Storm Water

Storm water from Bow Valley Trail is mainly handled by roadside swales. Generally, the swales have little or no connectivity and storm water runoff infiltrates in the swales themselves. The remainder of the area is serviced mostly by private drywells. Additionally, some drainage from the Kananaskis Way area is handled through a piped system and terminates in a registered outfall to Policeman Creek. It is desirable to maintain this outfall.

As the BVT area develops, the installation of a storm sewer system for the area is not anticipated. Soil properties indicate that infiltration would be the most economical and practical method of dealing with storm water. One location within the Visitor Information Centre Precinct has been identified for use as a major infiltration area for the Stoneworks Creek Diversion project.

5.6.4 Roads and Trails

Additional/expanded roads and trails are detailed in the Conceptual Street Plan (section 7.0).

5.6.5 Future Potential Expropriations

The area of land identified in Figure 2 has been identified as potentially required to accommodate the redesign of the Benchlands Trail/Bow Valley Trail intersection.

Lands surrounding the Hospital Place/Bow Valley Trail intersection may also be required to accommodate a future roundabout. At this time, lands that may be required for a roundabout at hospital place are unknown.

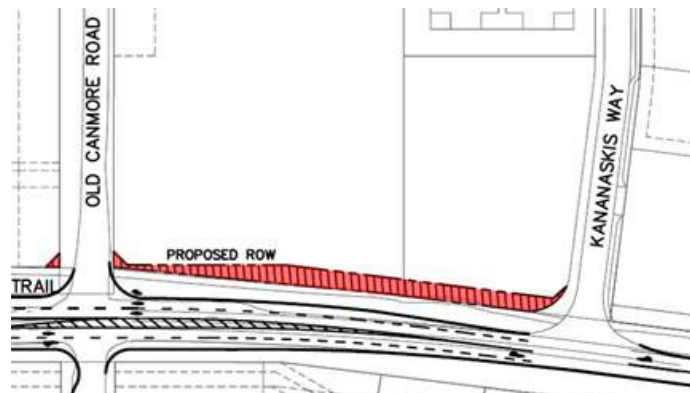


Figure 2: Future Potential Expropriation

5.7 Funding Philosophy for Improvements

The redevelopment of the streetscape for Bow Valley Trail and municipal utility improvements present large capital costs to the Town of Canmore. Streetscape redevelopment and utility improvements are contingent on municipal capital planning and availability of funding. For some projects, additional funding is available through the offsite levy. Equally some projects may be partially grant funded.

The philosophy for funding of improvements within the Bow Valley Trail Area is that parties benefitting from improvements should bear a proportionate cost burden for those improvements. This burden may be undertaken as a local improvement, associated with new development, or through other means. Where such cost sharing mechanisms are not supported by the area, the Town shall not be bound to undertake improvements.

6.0 BVT Precinct Specific Policies

The Bow Valley Trail (BVT) area is composed of several distinct precincts which support a vibrant community and complement Canmore's Downtown. It is recognized that each of these precincts lend

themselves more to some land uses than to others. The precinct specific policies seek to focus future development in the most appropriate areas.

The conceptual land use plan includes four precincts:

- 6.1 Central BVT Precinct
- 6.2 General BVT Precinct (both north and south of the Central Precinct)
- 6.3 Visitor Information Centre Precinct in the north
- 6.4 Southern Business Precinct

There are also two Landmark Overlay areas (section 6.5) which provide opportunity for projects that offer extra-ordinary benefits to the Town; one at the intersection of 17th Street and Bow Valley Trail, and the other at the intersection of Benchlands Trail and Bow Valley Trail.

The boundaries of these precincts, shown on the Conceptual Land Use Plan, are intended at this time to identify general geographic areas rather than specific property boundaries. These are to be identified as part of future amendments to the Land Use Bylaw and land use district boundaries.

6.1 Central BVT Precinct

6.1.1 Purpose

The area between Benchlands Trail and 17th Street currently provides the majority of retail services in the Bow Valley Trail (BVT) area. This area is adjacent and connected to the Gateway Commercial District and Town Centre District, and is a natural complement to the Town Centre and Gateway commercial areas. The Municipal Development Plan has identified the Town Centre as the social and commercial core of Canmore. Development within the Bow Valley Trail Area should complement the Town Centre, not compete with it.

6.1.2 Objective

This precinct is intended to complement the downtown area, to facilitate the expansion of the health and wellness sector of our economy, and to provide services to visitors and residents of Canmore

6.1.3 Land Uses

The following uses do not represent a comprehensive list of all appropriate uses for the precinct. They are intended to provide examples of appropriate types of uses, and to form the basis for the creation of new land use district(s) through the Land Use Bylaw. Uses that are fundamentally different from those listed are not considered to be appropriate in this precinct.

The following are examples of uses that may be appropriate within the Central BVT Precinct. This is not an exhaustive list:

1. Athletic and Recreation Facilities
2. Visitor Accommodation Facilities
3. Employee Housing
4. Perpetually Affordable Housing
5. Services such as Tourist sales/Booking Offices, Laundromats and Convenience Stores
6. Health and Wellness related businesses such as Medical Clinics and Personal Service Businesses
7. Small Retail Stores (<150m² GFA)
8. Convention Facilities
9. Community Amenities such as Parks and Playgrounds
10. Public and Quasi Public Buildings and Uses
11. Eating Establishments
12. Entertainment Establishments
13. Home Occupations
14. Arts and Crafts Studios

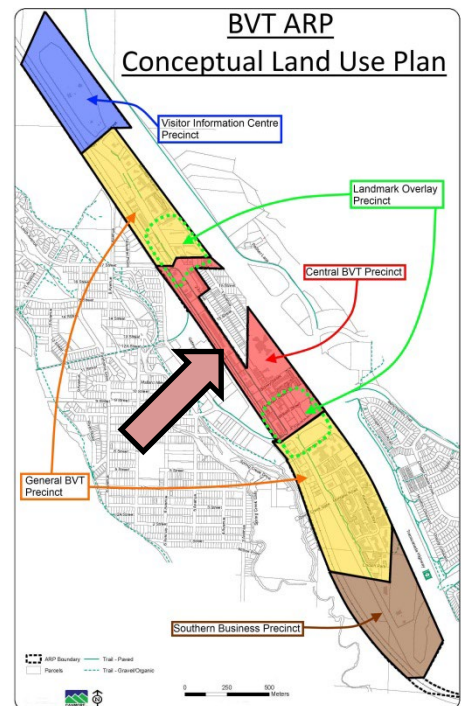


Figure 3: Central BVT Precinct

15. Residential Dwelling Units and Tourist Homes (above the ground floor)
16. Liquor Stores
17. Drinking Establishments
18. Long Term Care Facilities
19. Seniors Housing/Supportive Living Facility
20. Light Manufacturing Operations

6.1.3.1 Retail Uses

1. General Retail

Retail store size will continue to be restricted to less than 150m². This restriction has been in place since the late 1990s, and is meant to focus larger retail stores in the Town Centre and Gateway Commercial districts, in accordance with the Municipal Development Plan.

2. Visitor Oriented Retail

One of the primary foci of this precinct is to provide services to visitors. Retail uses, where the primary purpose is to provide services to visitors, may be larger than 150m² but no larger than 300m² (e.g.: tour sales and bookings, recreational equipment rentals). Determination of visitor oriented retail should be evaluated on a case by case basis.

3. Retail Associated with other uses

Unless otherwise noted or exempted, where retail is associated with other uses, up to 150m² of the total space may be used for retail purposes, in addition to that of the other use. (e.g.: A 225m² optometry clinic could comprise of 75m² of medical clinic and 150m² of retail space for the sales of glasses and related products.)

6.1.4 Development Standards

The built form in the Central BVT Precinct is intended to be similar to developments that were built in the area between 2000 and 2010, with the intent of bringing buildings closer to the street to make the area feel more like a street and less like a highway. Major changes to pre-existing development regulations are not intended.

1. Building setbacks are intended to be reduced in order to bring buildings closer to the street and to encourage strong ties between businesses and the street.
2. The maximum height of buildings should remain similar to current height limits.
3. All properties that are addressed off Bow Valley Trail shall maintain a frontage and main entry from Bow Valley Trail.

6.1.4.1 Efficient Use of Land

The efficient and aesthetic development of properties within the BVT area is important to maximize the use of limited commercial lands, to promote the desired streetscape, and to generate a critical mass of businesses, visitors, and residents that create synergies with each other. To this end, single storey single use buildings, with the exception of institutional buildings such as hospitals or convention centres, are not appropriate within Central BVT Precinct.

1. The minimum floor area ratio for developments within this precinct should be increased slightly to encourage multi-storey buildings and more efficient use of land.

6.1.4.2 Community Architectural and Urban Design Standards

The Community Architectural and Urban Design Standards (CAUDS) of the Land Use Bylaw 22-2010 are appropriate, and should be applied to the Central BVT Precinct with the following modifications:

1. The CAUDS should be modified to allow alpine/industrial architectural design.
Alpine/industrial design is defined as a hybrid of the use of traditional alpine materials, including heavy timbers and stone with lower pitched roofs, higher amounts of glazing, and general passive solar and green design. The Town of Canmore Civic Centre is an example of this design style.
2. Where lower pitched roofs are proposed as part of a development, the maximum height of a building may be reduced in order to ensure building massing is similar to alpine buildings with minimum 6:12 roof pitches.

6.2 General BVT Precinct

6.2.1 Purpose

The General BVT Precinct is intended as a commercial area primarily focused on serving visitors. Historical development patterns have resulted in this area having a large number of visitor accommodation units. The main floor of buildings should be reserved for uses that require and facilitate strong interaction with people on the street, such as hotel entrances, small retail stores, or eating establishments. Particular emphasis should be placed on the BVT frontage of properties. Uses that are predominantly focused on serving visitors are encouraged in this precinct.

6.2.2 Objective

This precinct should accommodate much of Canmore's capacity to provide accommodation to visitors outside of the resort centre areas identified in the Municipal Development Plan (MDP). The maintenance of a good mix of visitor accommodation unit types and the number of visitor accommodation units will help to support the tourism sector of the local economy, as well as provide spin-off support to other sectors of the local economy.

6.2.3 Land Uses

The following uses do not represent a comprehensive list of all appropriate uses for the precinct, but are intended to provide examples of appropriate types of uses and to form the basis for the creation of new land use district(s) through the Land Use Bylaw. Uses that are fundamentally different from those listed are not considered to be appropriate in this precinct.

The following are examples of uses that are appropriate within the General BVT Precinct. This is not an exhaustive list:

1. Athletic and Recreation Facilities
2. Visitor Accommodation
3. Common Amenity Housing [2021-20]
4. Employee Housing
5. Perpetually Affordable Housing
6. Services such as Tourist Sales/Booking Offices, Laundromats and Convenience Stores
7. Health and Wellness businesses such as Medical Clinics and Personal Service Businesses
8. Small Retail Stores (<150m² GFA)
9. Small Grocery/ Convenience Stores (<300m² GFA)
10. Convention Facilities
11. Community Amenities such as Parks and Playgrounds
12. Public and Quasi Public Buildings and Uses

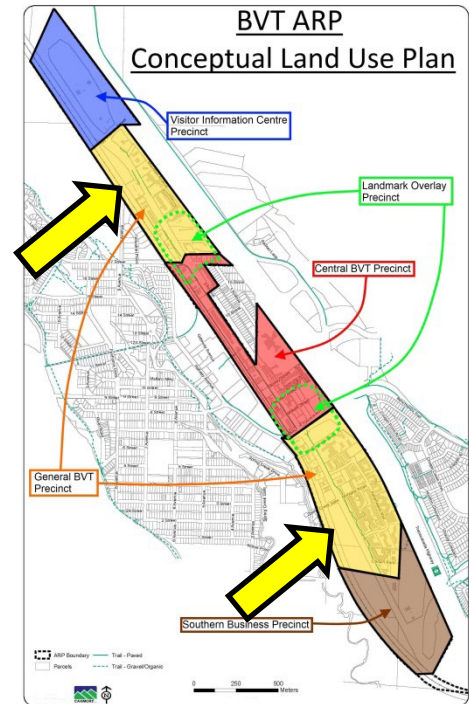


Figure 4: General BVT Precinct

13. Eating Establishments
14. Entertainment Establishments
15. Home Occupations

The following are examples of uses that may be appropriate in the General BVT Precinct.

Determination of appropriateness should be made on a case by case basis. This is not an exhaustive list:

1. Residential Dwelling Units and Tourist Homes (above the ground floor)
2. Liquor Stores
3. Drinking Establishments
4. Light Manufacturing Operations
5. Long Term Care Facilities
6. Seniors Housing/Supportive Living Facility

6.2.3.1 Retail Uses

1. General Retail

Retail store size shall continue to be restricted to less than 150m², except where development incentives are provided, including to use limitations in the ARP to encourage common amenity housing, employee housing, or perpetually affordable housing. The specific incentives are specified in the Land Use Bylaw District for BVT-G. [2021-20] This restriction has been in place since the late 1990s and is meant to focus larger retail stores in the Town Centre and Gateway Commercial districts in accordance with the Municipal Development Plan.

2. Visitor Oriented Retail

One of the primary foci of this precinct is to provide services to visitors. Retail uses where the primary purpose is to provide services to visitors may be permitted to be larger than 150m² but no larger than 300m² (e.g.: tour sales and bookings, recreational equipment rentals). Such uses will be clearly defined in any proposed amendment to the Land Use Bylaw.

3. Retail Associated with Other Uses

Unless otherwise noted or exempted, where retail is associated with other uses, up to 150m² of the total space may be used for retail purposes. *(e.g. A 225m² optometry clinic could comprise of 75m² of medical clinic and 150m² of retail space for sales of glasses and related products)*

6.2.4 Development Standards

The built form in the General BVT Precinct is intended to be similar to those developments that were built between 2000 and 2010, with the intent of bringing buildings closer to the street to make the area feel more like a street and less like a highway. Major changes to pre-existing development regulations are not intended.

1. Due to the varying widths of the road right-of-way for the Bow Valley Trail (23-43m), front yard setbacks may need to be decreased in some areas to reduce the distance of some developments from the street.
2. The maximum height of buildings should remain similar to current height limits.
3. All properties that are addressed off Bow Valley Trail should maintain a frontage and main entry from Bow Valley Trail.

6.2.4.1 Efficient Use of Land

The efficient and aesthetic development of properties within the BVT area is important to maximize the use of limited commercial lands, to promote the desired streetscape and to generate a critical mass of residents, businesses and visitors that create synergies with each other. To this end, single storey buildings, with the exception of institutional buildings such as hospitals or convention centres, are not appropriate within General BVT Precinct.

1. The minimum floor area ratio for developments within this precinct should be increased slightly to encourage multi-storey buildings and more efficient use of land.

6.2.4.2 Community Architectural and Urban Design Standards

The CAUDS contained within the Land Use Bylaw 22-2010 are appropriate, and should be applied to the General BVT Precinct:

1. The CAUDS should be modified to allow alpine/industrial architectural design. Alpine/industrial design is defined a hybrid of the use of traditional alpine materials including heavy timbers and stone with lower pitched roofs, higher amounts of glazing, and general passive solar and green design. The Town of Canmore Civic Centre is an example of this design style.
2. Where lower pitched roofs are proposed as part of a development, the maximum height of a building may be reduced in order to ensure building massing is similar to alpine buildings with minimum 6:12 roof pitches.
3. Where buildings are not adjacent to Bow Valley Trail, additional building height may be considered in locations Council deems appropriate. [2017-34]

6.3 Visitor Information Centre Precinct

6.3.1 Purpose

This precinct acts as a gateway for visitors to both Canmore and Alberta. This area is the first experience of Canmore for eastbound travelers. The Visitor Information Centre and municipal campground will provide valuable information and services to visitors to our community.

6.3.2 Objective

This precinct will act as an anchor for the Canmore end of the Legacy Trail. Intercept parking will enable visitors and trail users to leave their vehicles in this area and readily use the Legacy Trail and municipal trail system to navigate through the community. The municipal campground will continue to provide services for visitors to the community.

6.3.3 Land Uses

The following uses do not represent a comprehensive list of all appropriate uses for the precinct. They are intended to provide examples of appropriate types of uses and to form the basis for the creation of land use district(s) through the Land use Bylaw. Uses that are fundamentally different from those listed are not considered to be appropriate in this precinct.

The following are examples of uses that are appropriate within the Visitor Information Centre Precinct. This is not an exhaustive list:

1. Employee Housing
2. Community Amenities such as Parks and Playgrounds
3. Public and Quasi Public Buildings and Uses
4. Campgrounds and Hostels

The following are examples of uses that may be appropriate in the Visitor Information Centre Precinct. Determination of appropriateness should be made on a case by case basis. This is not an exhaustive list:

1. Convention Facilities
2. Services such as Tourist sales/Booking Offices, Laundromats and Convenience Stores

6.3.4 Development Standards

Development standards for setbacks and height should remain similar to those in place in this precinct prior to the development of this ARP.

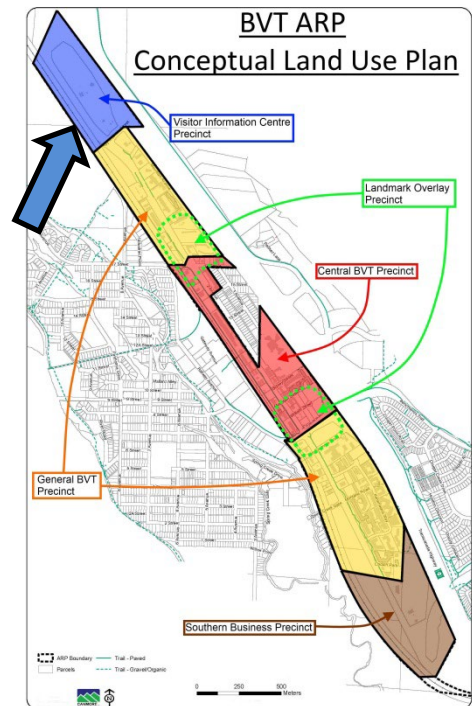


Figure 5: Visitor Information Centre Precinct

6.3.4.1 Architectural Controls

The nature of uses within this precinct is such that many of the Community Architectural and Urban Design Standards (CAUDS) may not be applicable. Use of materials and landscaping are particularly important for developments in this precinct.

Buildings and parking areas should be visually screened from the Trans-Canada Highway. Front yard parking may be allowed at the discretion of the development authority; any such parking should be thoroughly screened when viewed from Bow Valley Trail through the use of landscaping.

6.4 Southern Business Precinct

6.4.1 Purpose

This precinct will act as a business park for Canmore. This area includes lands in proximity to the heliport. Throughout the development of the ARP, the importance of maintaining the heliport in Canmore was strongly expressed, both as a safety/public service, and as a tourism amenity. The lands adjacent to the heliport are subject to the Airport Vicinity Protection Area Regulation of the Land Use Bylaw 22-2010 and are not appropriate for residential or visitor accommodation development. These lands are also outside the wellhead protection area. This precinct provides opportunity to expand the land bank available for light manufacturing land uses and uses common to our existing light industrial areas, which will help address the objectives of the Municipal Development Plan. More intensive/heavy industrial uses are not appropriate.

6.4.2 Objective

This precinct should accommodate a diverse collection of uses common to our existing light industrial areas. Architectural regulations will be required in this area as it is an entrance to the community, but these regulations should be different from those required in other precincts.

6.4.3 Land Uses

The following uses do not represent a comprehensive list of all appropriate uses for the precinct. These are intended to provide examples of appropriate types of uses and to form the basis for the creation of land use district(s) through the Land Use Bylaw. Uses that are fundamentally different from those listed are not considered to be appropriate in this precinct.

The following are examples of uses that are appropriate within the Southern Precinct. This is not an exhaustive list:

1. Veterinary Clinics
2. Light Manufacturing Operations
3. Construction Trade Shops
4. Arts & Crafts Studios
5. Public and Quasi Public Buildings and Uses
6. Public Parking Areas
7. Parks
8. Laundromats
9. Laboratories
10. Public Transportation Terminal

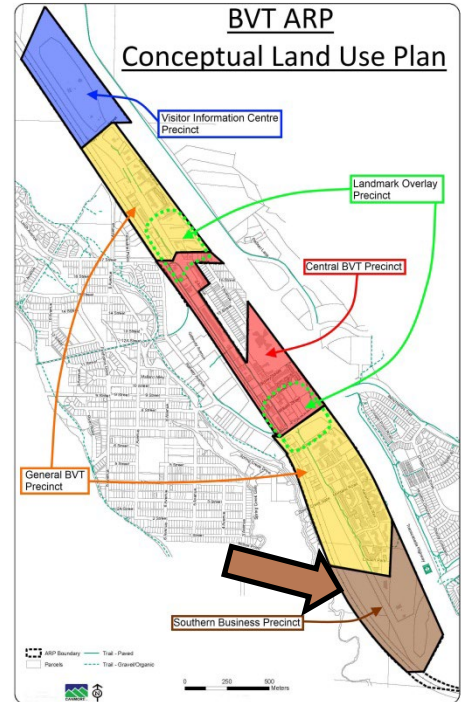


Figure 6: Southern Precinct

The following are examples of uses that may be appropriate in the Southern Precinct. Determination of appropriateness should be made on a case by case basis. This is not an exhaustive list:

1. Eating Establishments
2. Kennels
3. Athletic and Recreation Facilities
4. Automotive Service and Sales and Part Sales
5. Gas Stations/Service Stations
6. Rapid Drive-through Vehicle Services
7. Commercial Schools
8. Offices
9. Accessory retail uses to any of the above uses

6.4.4 Primacy of Light Manufacturing Uses

The ground floor of developments within this precinct should be used primarily for light manufacturing uses, and those uses which will not function above the ground floor due to heavy equipment. Uses such as offices or eating establishments should not generally be located on the ground floor.

6.4.5 Development Standards

1. Development setbacks should remain similar to those of the General BVT Precinct. While the uses and architectural regulations that are appropriate in this precinct are fundamentally different, similar yard setbacks will help mitigate the transition between the two precincts.
2. Maximum building heights should be reduced in this precinct to accommodate 2 to 3 storey buildings.

6.4.5.1 Architectural Controls

The general intent of the Community Architectural and Urban Design Standards (CAUDS) of the Land Use Bylaw 22-2010 should apply to this precinct; however, due to the different types of uses in this area, specific standards should be developed that acknowledge these uses. Examples of standards that may need to be altered include roof structure and pitch, building articulation, and setbacks for upper stories. The sensitive use of materials, colours, site design and landscaping will be particularly important in this precinct.

Buildings and parking areas should be visually screened from the Trans-Canada Highway. Front yard parking is not permitted in this precinct. Figure 7 provides examples of the types of architecture that may be appropriate and those that would not be.

6.4.5.2 Outdoor Storage

Outdoor storage of materials or vehicles will only be allowed in this precinct where such storage is not visible from Bow Valley Trail, adjacent multi-use paths, and the Trans-Canada Highway. For automotive sales uses some vehicles may be permitted to be visible from Bow Valley Trail; however, the majority of outside vehicle storage should be screened from view. Any such storage must also be contained within a paved area, complete with appropriate drainage facilities to protect ground water resources.

6.4.5.3 Retail Use Exceptions

Retail uses that are accessory to one of the uses above are considered appropriate. An example of appropriate retail accessory use would be a gallery or shop associated with an arts and crafts studio where the products being sold are created on site.



Figure 7: Examples of appropriate and inappropriate architectural design in the Southern Business Precinct.

6.5 Landmark Overlay Areas

6.5.1 Purpose

The landmark overlay areas have been identified as having the potential for landmark developments. They have been selected based on their location as entrances to the downtown area, and on the redevelopment potential of the area. The purpose of this overlay is to provide flexibility to accommodate Landmark developments at these locations.

6.5.2 Objective

These areas may be appropriate for landmark developments. A landmark development may include higher density, and larger or taller buildings than in the surrounding areas. Landmark developments should also be held to a higher architectural and site design standard than other developments. Examples of potential landmark developments mentioned during the public workshops include: a convention centre, a five star hotel, an institution of higher education, and a movie theatre.

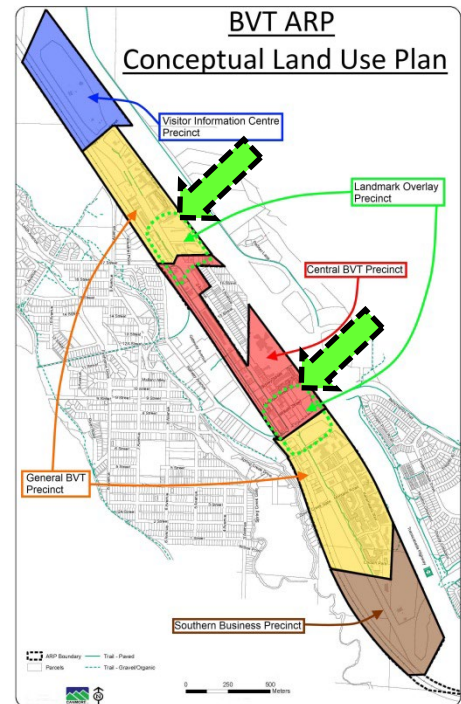


Figure 8: Landmark Overlay Areas

The community expressed a clear desire to only allow landmark developments in these areas, where the proposed development provides clear community benefit and where such benefits are long term.

It is not possible at this time to pre-suppose what type of development may be proposed for these areas. The intent is to provide direction in this ARP for Council to consider developing Direct Control Districts for these areas that will help to guide development.

6.5.3 Process

The creation of a landmark development within the landmark overlay areas will first require the development and approval of a Direct Control District by Council. The Direct Control District(s) should ensure that a proposed project demonstrates clear community benefit.

In the absence of a direct control district(s) for the areas identified in the landmark overlay, the underlying precinct regulations and land use shall apply to these areas.

7.0 Conceptual Street Design

What should Bow Valley Trail become as the street is rebuilt? This is the question that was examined and addressed through a weeklong series of community workshops. The clear consensus was that the BVT should be more street and less highway. Through a series of exercises and discussions, two conceptual streetscapes were developed as an expression of what “more street” means for the different precincts. It became clear that while Bow Valley Trail must become more like a street, it is not the community vision that this area becomes the same as Main Street. The community identified the purpose of Bow Valley Trail as ‘A place to move through’. The intent is not to move people through the area as fast as possible but to facilitate and encourage movement in and through the area. As well, the experience should be enjoyable and intuitive from both a pedestrian and automobile perspective.

During the public streetscape workshops, the community identified a number of common features that should be incorporated throughout the Bow Valley Trail (BVT) area. It was also identified that the BVT between 17th Street and Benchlands Trail was different from other portions of Bow Valley Trail, and so a different conceptual streetscape design was developed for the Central BVT Precinct.



Figure 9: Conceptual Rendering of BVT in the Future

7.1 Common Objectives for the Future Bow Valley Trail

While the central area of Bow Valley Trail has a different conceptual streetscape than the northern and southern portions, there are a number of objectives for any redevelopment of the street that apply throughout the entire area. These objectives are also relevant to the redevelopment of other streets in the area. The following figure illustrates how some of these common elements may be employed.

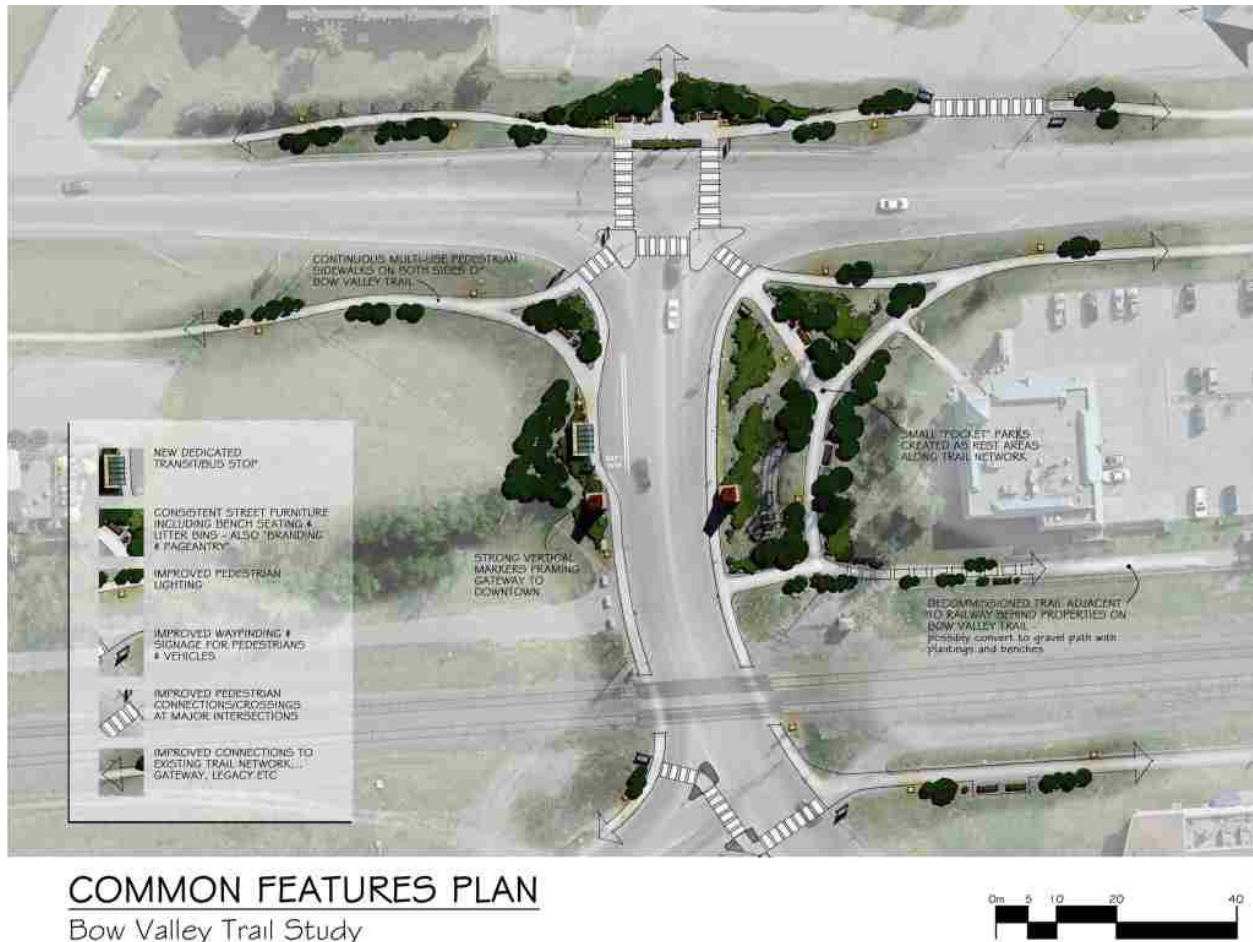


Figure 10: Common Streetscape Features

7.1.1 Continuous Pedestrian and Multi-Use Pathways on Both Sides of the Road

Multi-use pathways are the preferred alternative to accommodate pedestrian and some cyclist movement throughout the Bow Valley Trail (BVT) area. These should be built on both sides of Bow Valley Trail. These pathways do not need to be straight, but can meander within the right-of-way, and need not be tied to the curb like a traditional sidewalk, unless adjacent to on street parking. Moving the paths away from the traffic flow will increase the sense of safety for pedestrians. These paths should be wide enough to allow two strollers/burleys to comfortably pass each other.

7.1.2 Wayfinding/Signage for Pedestrians and Vehicles

Wherever there are choices on the journey, such as road or pathway intersections, there is desire for well designed, clearly visible signage to direct people to destinations on and beyond Bow Valley Trail. Better signage is needed, both for pedestrians and vehicles. Signage should be linked graphically to the images that emerge from the current community branding initiative.

Wayfinding signage within the BVT area forms part of the community-wide wayfinding signage and should be consistent with the community wide system.

7.1.3 Minimize the Grade Separation between the Road and Pathways

Bow Valley Trail was originally constructed as a rural secondary highway. The road surface is about 1.0 to 1.5m above adjacent grade in many areas. As a result, many of the pathways along Bow Valley Trail are currently located below the road and in the ditch. This was seen as being neither attractive for pedestrians nor creating the feeling of safety.

In the future, new and redeveloped pathways should be elevated to bring them much closer to the level of the road. This may result in the path being on the side of the ditch furthest from the road.

7.1.4 Connections with Other Trails

There are a number of trails (*e.g. Legacy Trail*) well used by visitors and locals, and trails that form essential pedestrian connections to other parts of the community (*e.g. the gateway area trails*) that are outside the BVT area. It is essential that trails within the BVT area make good connections to these trails to enhance overall community pedestrian connectivity.

7.1.5 Additional Pedestrian Railway Crossings

Presently, there is only one pedestrian access across the railway right-of-way in the 1.2 km stretch between the Benchlands Trail and 17th Street intersections. Pedestrians have a relatively long and indirect route to access the Town Centre and Gateway areas from Bow Valley Trail. There are no pedestrian connections across the railway north of 17th Street, and the well-used but unpermitted crossing near the high school is a safety concern. Additional pedestrian railway crossings are needed to address these issues. Additional crossings will require the consent of CP Rail. All of the proposed locations may not be possible; however, they should be pursued:

1. In the area behind the Provincial Building and close to the multiplex;
2. Close to the alignment of 15th Street;
3. Close to the high school.

7.1.6 Consistent Street Furniture

There was an expressed interest to create a consistent look and feel across the length of Bow Valley Trail. It was felt that this could be achieved through the use of a consistent design theme for all elements of “furniture” placed in the street, including benches, lights, garbage cans, signage, pageantry, and branding.

7.1.7 Pedestrian Improvements at Major Intersections

Improvements are required at major traffic intersections to make them easier for pedestrians to cross and use. These will make intersections less of a barrier or impediment to pedestrian movements, and better connect pathways across the area.

Examples of important crossings include:

1. Benchlands Trail intersection
2. Hospital Place crossing

7.1.8 Clear Connections made to Pedestrian Railway Crossings

The existing pedestrian crossing of the railway is hidden behind buildings on Bow Valley Trail. It is not indicated with signage. Existing and future pedestrian crossings will need to be clearly signed, so that residents and visitors alike are aware of their location, they are well used, and they form effective connections in the larger pathway system.

7.1.9 Improved Pedestrian Lighting

To allow for effective and safe pedestrian movements at night, it will be necessary to ensure that new and good quality lighting is installed along pathways, where needed.

7.1.10 Small Parks

Small “vest pocket” and linear parks should be constructed at strategic locations along Bow Valley Trail. These should fill the need as places to rest along the way, and as visually pleasing landscaped areas to break up the streetscape. Parks should be located adjacent to uses that interact strongly with the street, and these spaces should encourage interaction and gathering of people.

7.1.11 Gateway Features

Architectural features or markers should be used in the area to define entry points to parts of town: Highway entrances, the Bow Valley Trail area, and the downtown area. They should be substantial vertical features (but not too tall) indicating entry to a specific area.

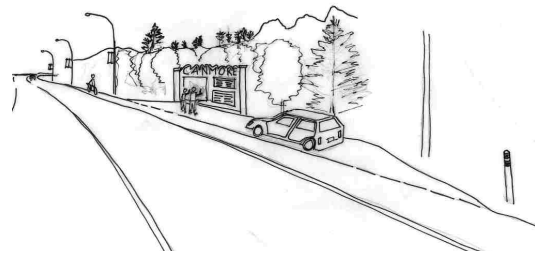


Figure 11: Gateway Features

7.1.12 Transit Stops

All street design proposals should include the flexibility to construct bus or transit stops where future need is anticipated.

7.1.13 Roundabouts

The use of roundabouts at Bow Valley Trail intersections was, wherever feasible, the preferred method for traffic control identified by workshop participants. The Bow Valley Trail and Hospital Place intersection was seen as one location with reasonable potential for a roundabout that would accommodate traffic while slowing it, and help “un-straighten” the street.

A roundabout at the 17th Street intersection is possible but not recommended. A roundabout at Benchlands Trail is strongly not recommended. Both of these would not function well due to their proximity to railway crossings; the roundabouts would cease to function when trains pass through the crossings.

7.1.14 Focus Pedestrian Improvements along the Bow Valley Trail

In order to focus pedestrian traffic onto Bow Valley Trail, encourage pedestrians to walk in front of businesses, and create additional interest and activity on BVT, the Town should focus resources and capital spending on improving the pathway along BVT. Presently, the trail west of BVT adjacent to the railway is in a poor state of repair and is due for repaving in the near future. Cost savings from not repaving the trail but converting it to gravel with some landscaping should be applied to improving the pathways on Bow Valley Trail.

7.2 Conceptual Streetscape: 17th to Benchlands

This area, part of the Central BVT Precinct, has been identified as different from the northern and southern portions of Bow Valley Trail, in terms of adjacent uses and traffic patterns. This conceptual plan envisions the area as a place to move through. The proposed concept should accommodate anticipated traffic volumes to projected community build-out levels.

7.2.1 Components

This conceptual plan includes all of the common elements, plus the following:

7.2.1.1 Traffic Calming

The introduction of a slight chicane, what was referred to as ‘un-straightening the street’ at the public workshops, should be incorporated into Bow Valley Trail. The purpose is to make Bow Valley Trail feel more like a street by mitigating the linear nature of the road and bringing it closer to businesses. This will also encourage traffic to not exceed the speed limit and facilitate pedestrian comfort and safety.

7.2.1.2 Three Lanes

The traffic demand forecast developed as part of the Transportation Master Plan (2007) indicates that the use of a central lane as a turning lane will facilitate traffic movement at levels anticipated once the community has reached build-out. This design will allow many of the existing left turn movements to continue without disrupting through traffic. The maintenance of left hand turn movements was identified to be of greater importance than medians and more efficient linear flow.

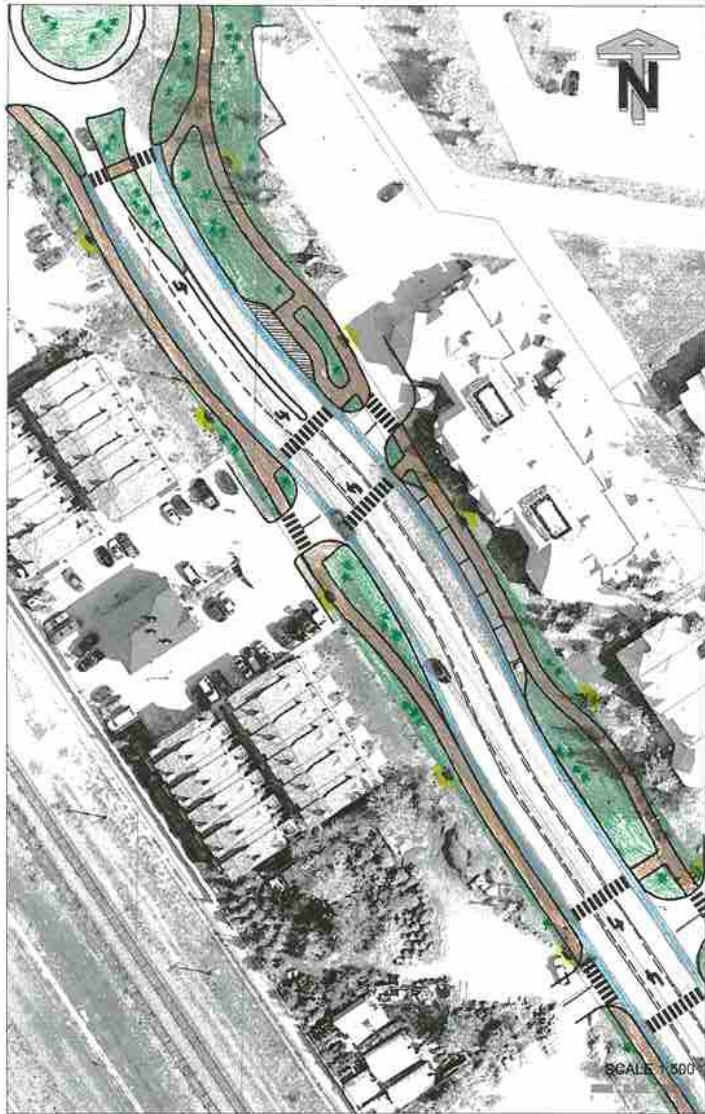


Figure 12: Conceptual Streetscape: 17th to Benchlands

7.2.1.3 Improved Pedestrian Crossings

Signalized pedestrian crossings should be installed at important crossing locations, and un-signalized crosswalks should be employed at secondary crossing locations.

Signalized Crossings:

1. Hospital Place
2. Kananaskis Way (North)

Crosswalks:

1. The vicinity of 1718 Bow Valley Trail (Chateau Canmore)
2. 15th Street

7.2.1.4 Transit

Transit stops or lay-bys should be incorporated into the road. These areas should be connected directly to the multi-use paths.

7.2.1.5 Limited Parallel Parking

Limited areas of parallel parking may be incorporated into the road where adjacent uses address the street and on-street parking would be of use. Parallel parking along the length of Bow Valley Trail was deemed inappropriate.

7.2.1.6 Landscaping and Lighting

It is important that Bow Valley Trail be a pleasant place to travel through both on foot and by vehicle. Landscaping should be incorporated into the pedestrian areas in clusters to provide variety to the pedestrian experience, while also acting as islands of shelter during inclement weather. This landscaping also provides some buffer between the street and multi-use paths.

7.2.1.7 Bike Lanes

Bike lanes should be included in the right-of-way to accommodate a growing number of cyclists and to allow higher speed bicycle travel than the multi-use trail. Care should be given to separate the bike lanes from traffic to ensure cyclist safety.



Figure 13: 17th to Benchlands Conceptual Cross Section

7.3 Conceptual Streetscape: Bow Valley Trail North of 17th and South of Benchlands

Bow Valley Trail north of 17th Street and south of Benchlands Trail is fundamentally different from the Central BVT Precinct. The patterns of use and future uses in these areas result in a different proposed streetscape than the central precinct. The concept for these areas is to limit changes to the roadway. The road should only be widened where necessary, to accommodate left hand turns, and when vehicle capacity has been reached for the road. The main areas for improvement are to pedestrian and cyclist facilities.

7.3.1 Components

This conceptual plan includes all of the common elements, plus the following:

7.3.1.1 Limited Road Widening

The forecasted traffic demand outlined in the Transportation Master Plan indicates that major expansion of Bow Valley Trail will likely not be needed in these areas. In the north and south, some intersections may need to be widened to accommodate left hand turns, but the majority of the street will remain two lanes.

7.3.1.2 Bike Lanes

Bike lanes should be constructed on both sides of the street, and are a continuation of the lanes within the central precinct. The design of these bike lanes should promote separation between bike and driving lanes.

7.3.1.3 Transit

Stops for regional and local transit should be accommodated in lay-bys. Location of future stops will be determined by adjacent land uses and demand but flexibility for future stops should be incorporated into road improvements.



Figure 14: Conceptual Streetscape: North of 17th and South of Benchlands

7.3.1.4 Multi-Use paths

In the short term, focus should be to develop a single continuous multi-use path along Bow Valley Trail. In the medium to long term, paths should be built on both sides of Bow Valley Trail. In the periphery of the BVT area, paths should be built on both side of the road in conjunction with the redevelopment of vacant sites.

7.3.1.5 Intercept Parking

The community expressed desire to have intercept parking lots built in the north, near the Visitor Information Centre building, and in the south, near the heliport. These intercept lots should be well connected to the trail system and transit, and include strong wayfinding. This will allow people to readily move to and from these areas and Downtown. These intercept lots should also serve as RV and bus parking.

7.3.1.6 Gateway Features

Gateway features, such as community information boards, will help create a transition from the 1A highway to Bow Valley Trail. This will both welcome people to Canmore, and act as traffic calming, by creating a transition from highway to street.

8.0 Implementation of the Area Redevelopment Plan (ARP)

8.1 Land Use Bylaw Amendment

Town administration should develop a Land Use Bylaw amendment for Council's consideration in order to ensure that land use regulations for the Bow Valley Trail (BVT) area are consistent with this area redevelopment plan (ARP). It should be undertaken upon the approval of this ARP, and completed as soon as possible.

8.2 Capital Planning

It was recognized throughout the public workshops that there is a limited pool of financial resources from which to draw to make capital improvements within the BVT area. To ensure the best possible benefit is derived from these limited resources, all projects on the 10 year capital plan affecting the BVT area should be re-evaluated within the context of this plan to ensure they are not only consistent with the objectives of this plan, but also represent high value for dollar. Capital planning should select the "low hanging fruit" first, where results will be readily evident.

8.2.1 Five-Year Capital Plan

The Town should undertake a review of the five-year capital plan in 2013 in order to identify and prioritize projects within the BVT area. Priority should be given to short to medium term streetscape improvements identified in this ARP.

8.2.2 Ten- Year Capital Plan

The Town should undertake a review of the ten-year Capital Plan in 2013 in order to ensure that the projects identified within the BVT area represent the best allocation of available resources and have high value for dollar. Priority should be given to the short to medium term streetscape improvements identified in this ARP.

8.3 Operational Planning and Maintenance

8.3.1 Plowing and Landscaping

The Town should undertake a review of the street, sidewalk and multi-use pathway maintenance schedule for these facilities within Canmore. Where feasible, service priority for snow clearing and landscaping should be increased for pedestrian pathways along Bow Valley Trail. This review should be conducted prior to 2014.

8.3.2 Bylaw Enforcement

Bylaw enforcement within the Bow Valley Trail Area should be conducted in response to a received written complaint. The Town may from time to time conduct proactive bylaw enforcement.

The Town should provide an annual report to council summarizing enforcement actions taken in the previous calendar year, and the outcomes of such enforcement.

8.4 Short-Term Streetscape Action Plan

8.4.1 Continuous Pedestrian Pathway

The Town should build a continuous multi-use pathway along the length of the Bow Valley Trail. Where possible, this trail should not be in the bottom of the ditch. Where the trail must be in the ditch, the design should minimize grade separation between the road and path.

8.4.2 Wayfinding

A comprehensive wayfinding program should be developed and implemented for the BVT area as soon as possible. Specific emphasis should be placed on identifying railway crossings for pedestrians and the 17th Street/Benchlands Trail vehicle access routes to downtown.

This wayfinding program should be consistent with the town-wide wayfinding program.

8.4.3 Pedestrian Crossings

Improve the safety and visibility of existing crossings and signalized intersections. Ensure the busiest crossings are signalized.

8.4.4 Landscaping

Plant trees in clusters at strategic locations to improve pedestrian experience and street appeal.

8.4.5 Branding

The distinct sub areas should be named, branded and marketed in order to assist visitors in navigating in and through the area. Branding should stem from community wide branding initiatives to ensure consistent messaging. Based on the conceptual land use plan developed by the community, there are at least 3 areas that may be appropriate to be branded. These are:

1. North (Tourism Building to 17th Street)
2. Central (17th Street to Benchlands Trail)
3. South (Benchlands Trail to the Off-leash dog park)

8.4.6 Gateway and Appearance

There are two types of gateways in the Bow Valley Trail Area; those that welcome people arriving to Canmore, and those that welcome people to the downtown. Enhancement should be made to these gateways, with focus on the Town entrance gateways first.

Town Entrance Gateways:

1. Southern 1A highway near the Heliport
2. Northern 1A highway near the Alberta Visitor Information Centre
3. Benchlands Trail and BVT

Downtown Entrance Gateways:

1. Benchlands Trail and BVT
2. 17th Street and BVT
3. Pedestrian Railway Crossing

8.4.7 Roundabout

The community indicated strong support for the development of a roundabout at the intersection of Hospital Place and BVT. It was acknowledged that traffic service level demand may not require such an improvement in the short to medium term, and that it may be costly, but that the development of this feature would act as a catalyst and help to demonstrate what the finished Bow Valley Trail would look like.

8.5 Health and Wellness Development

Health and wellness has been identified through the Sustainable Economic Development and Tourism Strategy as an important economic sector to develop in Canmore. The stated goal is to increase this economic sector by 3-5% by 2015. The Central BVT and General BVT precincts include many uses that have synergies with the health and wellness sector: the hospital, visitor accommodation, other clinics, and personal service businesses.

These areas also contain sites for future development. The Town, Canmore Business and Tourism (CBT) and its affiliates should work together to identify opportunities to increase the health and wellness sector.

9.0 Monitoring

9.1 Bow Valley Trail Committee

In order to provide ongoing feedback to Town Council and Administration, the Town should establish a committee as needed to monitor changes in the Bow Valley Trail (BVT) area.

9.1.1 Composition of the Committee

The Bow Valley Trail Committee should be composed of 3 to 5 members drawn from the BVT business community, residents of the BVT and members of the broader community. One Councillor should sit on this committee, and the Planning and Development department should provide liaison to this committee.

9.1.2 Purpose of this Committee

The Committee would be tasked with reviewing and assessing the implementation of this ARP and determining if the policies contained within the ARP are achieving desired objectives. The Committee would also be tasked with providing input and advice on planning matters, capital project proposals and proposed bylaw amendments affecting BVT or surrounding areas as needed.

9.1.3 Committee Reporting

With support from the Planning and Development department, the committee would conduct reviews of projects and developments in the BVT area as needed to evaluate consistency with the objectives of this ARP. The committee could also recommend amendments to the ARP to Council, if the stated policy objectives are not being met.

BVT ARP Appendix

The contents of the appendices of the Bow Valley Trail Area Redevelopment Plan are intended to assist in understanding the document. The appendices do not form a part of the statutory document of Bylaw 11-2012.

Glossary

The following provide some “common language” interpretations to assist with the understanding of terms used throughout the Bow Valley Trail Area Redevelopment Plan. They are not intended to be formal definitions of the terms used. Formal definitions should be obtained from relevant policy documents that address a particular issue in detail, such as the Perpetually Affordable Housing Policy, the Comprehensive Housing Action Plan or the Land Use Bylaw 22-2010.

Accessory - means a building or use which is subordinate, incidental and directly related to the principal use of the premises or site and which does not substantially add to the intensity of the use of the premises or site.

Ancillary - means to provide support to the primary purpose or operation of an area or use.

Area Redevelopment Plan – A land use plan (outlining the type and distribution of new land uses, parks and utilities required) for an existing neighbourhood that is already built. Area redevelopment plans guide future development in existing neighbourhoods and are approved by Council. Examples include those for Teepee Town and Spring Creek Mountain Village (Restwell).

Business Park – Business park uses are similar to light manufacturing uses in that some product, be it physical, electronic or conceptual is created on site.

Chicane – An artificial curve introduced into a straight roadway as a traffic calming measure.

Employee housing - Employee housing is a special case of a dwelling unit with its occupancy restricted to an employee working within the Town of Canmore. Employee housing may take a number of building forms, including single-family homes, townhouses and dormitories. Employee housing includes housing provided as part of an employee’s employment.

Landmark Overlay - The Landmark overlay provides a series of regulations for allowing landmark developments. These regulations would not come into force unless a landmark development is proposed.

Mixed use development – means allowing more than one type of use in a building or set of buildings. This can mean some combination of residential, commercial, industrial, office, institutional, or other land uses.

Multi-use paths – These are wide paths that can accommodate a range of users including pedestrians cyclists, skateboarder and rollerbladers. These paths allow safe two way traffic on the same trail. Multi-use trails are different than sidewalks but can sometimes be replacements for sidewalks

Precinct – In the context of the Bow Valley Trail, precincts are geographic areas that internally share common characteristics and are intended for similar future use.

Public or quasi-public building or use - Means a facility owned or operated by or for the Municipality, the Provincial Government, the Federal Government or a corporation which is an agent of the Crown under federal or provincial statute for the purpose of furnishing services or commodities to residents and visitors of Canmore.

Visitor accommodation – Is a form of commercial accommodation which typically refers to hotels or similar buildings, which are designed for visitors to the community to stay in on vacation for short periods of time and which are not intended for people to live in.