



BYLAW 2020-07

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
ADOPT THE TEEPEE TOWN AREA REDEVELOPMENT PLAN**

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

TITLE

- 1. This bylaw shall be known as the "Teepee Town Area Redevelopment Plan Bylaw."

PROVISIONS

- 2. Teepee Town Area Redevelopment Plan Bylaw 2020-07 as set out as Schedule A of this bylaw is hereby adopted.

ENACTMENT/TRANSITION

- 3. 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. Schedule A forms part of this bylaw.
- 5. Bylaw 25-2004 and all its amending bylaws are repealed.
- 6. This bylaw comes into force on the date it is passed.

FIRST READING: May 5, 2020

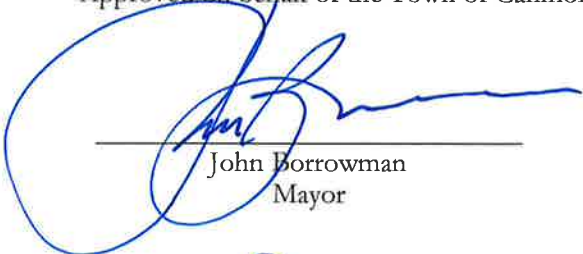
PUBLIC HEARING: June 2, 2020

SECOND READING: June 9, 2020

THIRD READING: June 9, 2020

DATE IN FORCE: July 27, 2020

Approved on behalf of the Town of Canmore:



John Borrowman
Mayor




Date



Sara Jones
Executive Assistant



Date

Bylaw approved by:  

Teepee Town Area Redevelopment Plan

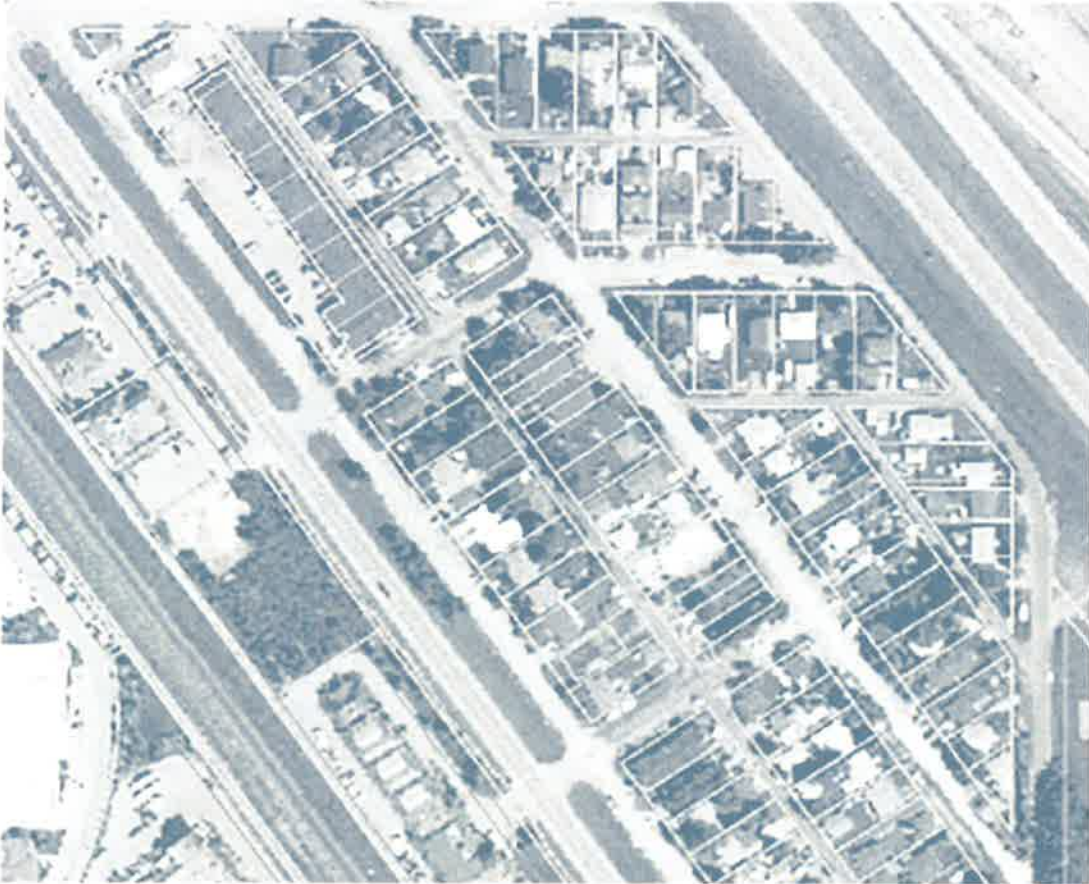


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Approved by:



1 Introduction

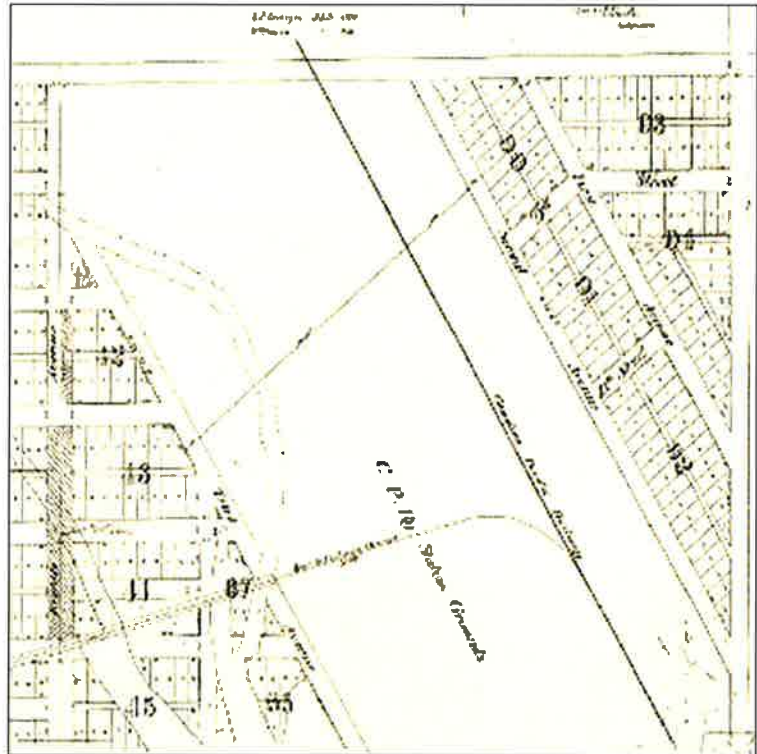
1.1 Acknowledgment

The Town of Canmore would like to thank the Teepee Town Task Force for their dedication and hard work in helping to revitalize the Teepee Town Area Redevelopment Plan. They are to be commended for their commitment and efforts towards making Teepee Town an even better place to live.

1.2 Plan Area History and Location

History of Teepee Town

The name "Teepee Town" is believed to have come from the annual trek of the Stoney Nakoda people (Iyahre Nation) to the Banff Indian Days festivities in the early part of the 20th century. It was a two-day trek and travellers to the festivities would camp at Teepee Town and Indian Flats (Tīda Mīmān), a stopover on their way to and from the celebrations. Sometimes, they would spend a few days at either location. Teepee Town was one of the first residential areas to develop in Canmore, where the lot and block layout dates back to 1892 (Map 1), when Canmore was surveyed prior to substantial settlement. Teepee Town primarily developed as a residential neighbourhood with small detached houses on standard sized lots.



Map 1: 1892 Canmore Survey

Approved by:

Current Land Use and Development

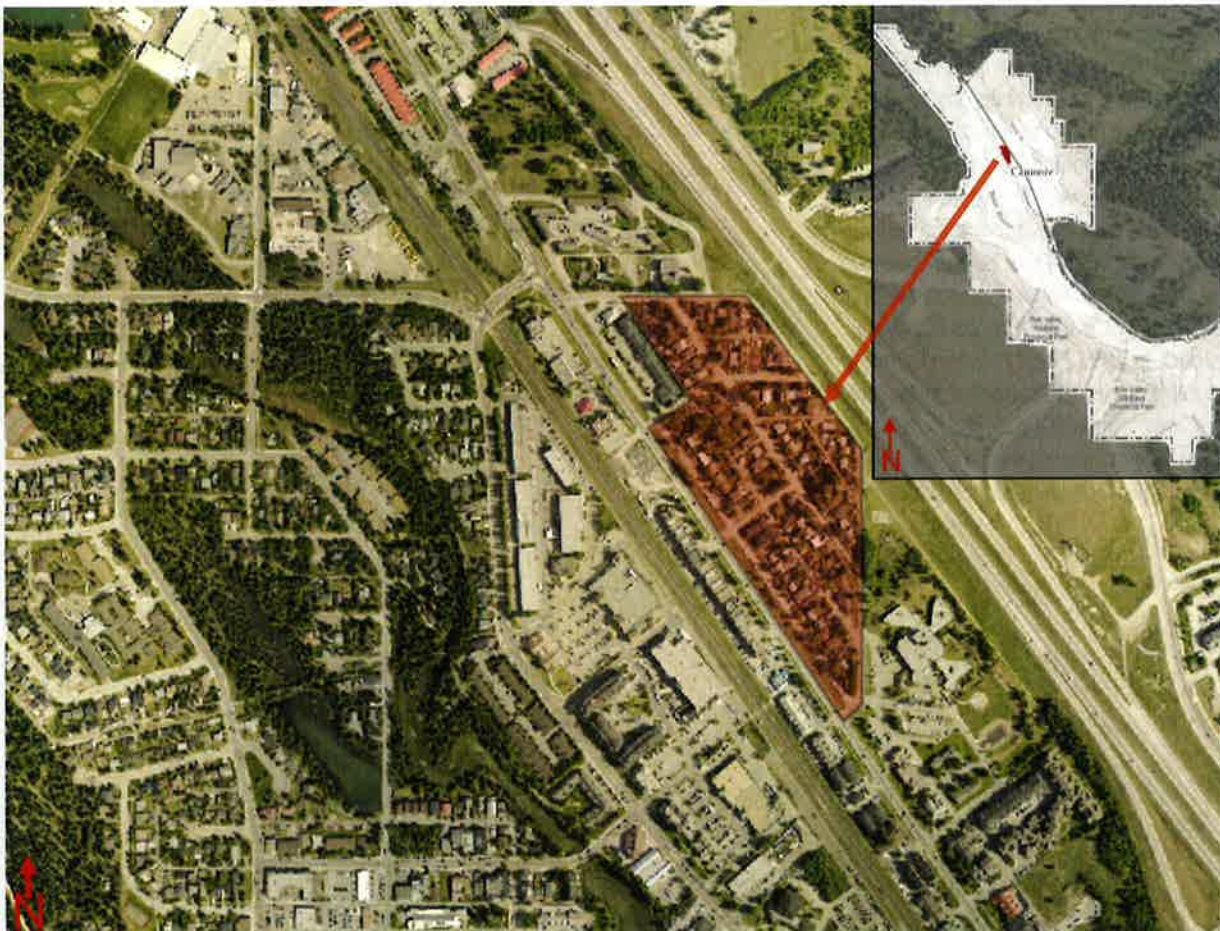
Given the aging housing stock and prime location in Canmore, redevelopment pressures in Teepee Town instigated the preparation of an Area Redevelopment Plan in 2005. While the vision for redevelopment in Teepee Town remains generally unchanged, updates to the Teepee Town ARP and Land Use Bylaw districts were deemed necessary in 2019/2020 to provide greater clarity to, and simplification of, the policies and regulations.

Teepee Town remains primarily a residential neighbourhood with older detached and duplex housing. Redevelopment of some lots into three and four-plexes has been increasing as there are fewer remaining lots for similar redevelopment opportunities in south Canmore. Very limited commercial development has occurred in Teepee Town, but interest in commercial development is also increasing as fewer commercial lots are available throughout the remainder of Town.

Location

Teepee Town is an established residential area within Canmore, generally located north of the hospital, south of 17th Street, and bounded by Bow Valley Trail on the west and the Trans Canada Highway on the east (Map 2). The location is surrounded by commercial services oriented mostly towards visitors and is in close proximity to a significant commercial area with local services, such as grocery stores, and from the entrance to Canmore's downtown.

Within Teepee Town, there is no formal green space or park area for residents. However, a playground is available for use on the adjacent hospital parcel. In addition, there are pedestrian connections leading to nearby open space, such as the high school recreation grounds, and a potential connection to a future highway overpass, should one be built in this location.



Map 2: Plan Area and Regional Context

Approved by:

1.3 Plan Purpose

The purpose of this ARP is to provide high-level vision and direction for the redevelopment of Teepee Town over the next 15 - 20 years. This vision can be found in the goals, objectives and policies within this plan. The ARP ensures a consistent approach in the replacement of buildings, utility infrastructure, and roads.

As outlined in Section 635 of the Municipal Government Act, the ARP:

- 1) Must be consistent with
 - a) any intermunicipal development plan in respect of land that is identified in both the area redevelopment plan and the intermunicipal development plan, and
 - b) any municipal development plan.
- 2) Must describe
 - a) the objectives of the plan and how they are proposed to be achieved,
 - b) the proposed land uses for the redevelopment area,
 - c) if a redevelopment levy is to be imposed, the reasons for imposing it, and;
 - d) any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary.
- 3) May contain any other proposals that the council considers necessary.



1.4 Policy Framework

Area Structure Plans and Area Redevelopment Plans are considered intermediate plans in the hierarchy of planning documents (Figure 1). These plans identify land use, servicing and infrastructure needs within the plan area. These plans also provide information on the sequence and density of development within the plan area.

This ARP has been developed to be consistent with the Town's high level land use policies contained in the Municipal Development Plan. Additional Council adopted plans and policies have been used to inform this ARP, including the Town's Utility Master Plan and the Integrated Transportation Plan. Should these plans be amended to reflect the evolving goals of the community, these will guide future amendments to the Teepee Town ARP.

The Teepee Town ARP will be used to provide direction to updates to the Teepee Town specific land use districts and regulations in the Town's Land Use Bylaw.

1.5 Technical Studies

Two technical studies have been prepared to support the policies and land use concepts presented in the ARP. These studies do not form part of the formal Teepee Town ARP policy document adopted by Council, but provide a comprehensive background analysis and recommendations on many aspects of the ARP.

These studies include:

1. Infrastructure Study, (Bel-MK Engineering Ltd., 2004)
2. Teepee Town Area Redevelopment Plan Transportation Impact Assessment, (ISL Engineering and Land Services, 2019)

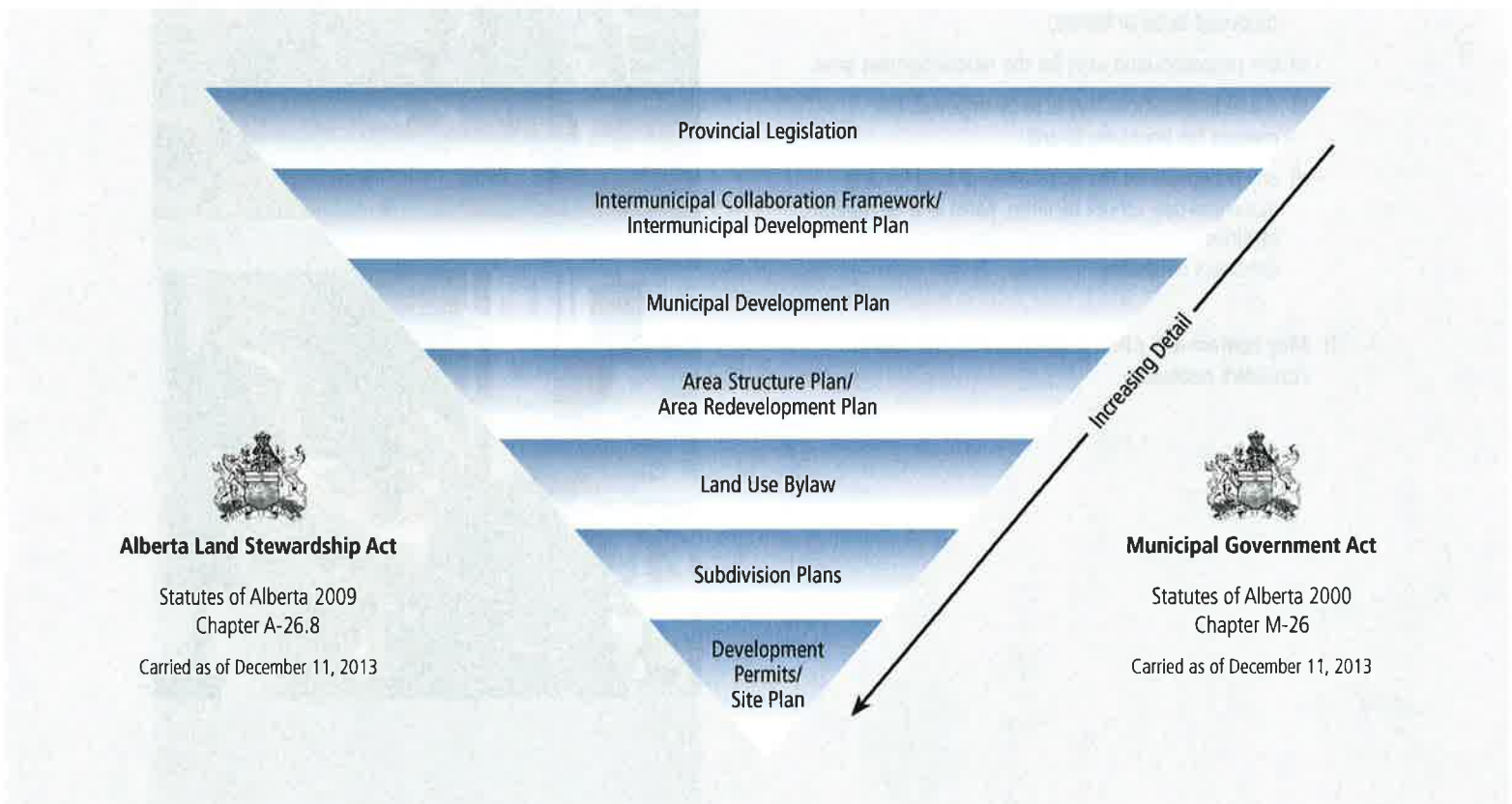


Figure 1: Where does the Area Redevelopment Plan fit in the "planning hierarchy"?

Approved by:

2 Vision and Goals

2.1 Vision

To create a neighbourhood with a variety of housing options and commercial services, a distinct character, and pedestrian focused streets.



2.2 Goals

Housing Choice

Increase the available housing choices in Teepee Town to allow for people of all ages and incomes to reside in the neighbourhood.



Neighbourhood Greenery

Encourage the use of private land for social interactions, green space and encourage the preservation of existing mature trees.



Neighbourhood Character

Establish neighbourhood design requirements that result in a sense of place, block character, and unique architecture.



Pedestrian Focused Design

Enhance the pedestrian realm in Teepee Town by prioritizing the enjoyment, safety and movement of pedestrians.



Small-Scale Commercial

Allow for small-scale commercial services and mixed-use development.



3 Land Use Concept

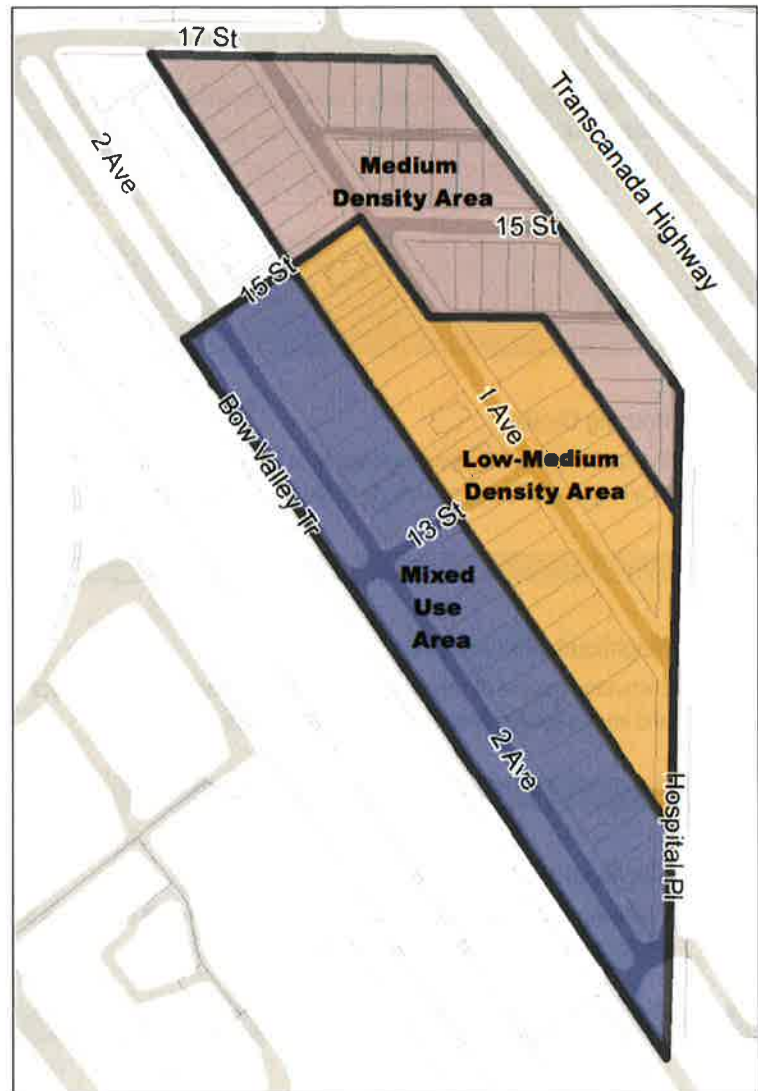
3.1 Land Use Concept

The direction for the redevelopment of Teepee Town is to transition from a neighbourhood comprised primarily of detached dwellings to a neighbourhood that accommodates a variety of residential, commercial and mixed-use building forms.

The Teepee Town ARP Land Use Concept is shown in Map 3.

The Land Use Concept locates most of the increase in residential density in areas adjacent to the Trans Canada Highway and close to 17th Street in the north of the plan area. Existing single detached dwellings will be replaced generally by building forms such as stacked townhouses and apartments. Increases in residential density are to be smallest within the core of the plan area, or along 1st Avenue. Existing single detached dwellings will be replaced generally by building forms such as duplexes and townhomes.

The commercial and mixed-use area is oriented to Bow Valley Trail and should include smaller retail stores and restaurants. Residential uses such as tourist homes and townhomes may also be permitted in this area.



Map 3: Land Use Concept

Approved by:

4 Policies

4.1 Land Use Areas

4.1.1 Objectives for Residential Areas

Housing Choice

- Allow for a variety of residential housing forms and densities.
- Provide development incentives for dwelling units that are smaller, accessory or contain shared amenities.



Neighbourhood Greenery

- Require functional outdoor amenity spaces with new development.
- Provide development incentives to encourage preservation of mature trees.



Neighbourhood Character

- Enhance opportunities for social interaction and perceived safety by allowing for buildings to be close to the street.
- Maintain neighbourhood character through requirements for architectural diversity for neighbouring developments.
- Support contemporary styles of architecture.



Pedestrian Focused Design

- Enhance the pedestrian experience by maintaining mountain views through maximum building heights and setbacks.
- Enhance the streetscape through restricting a majority of residential parking to the lane.
- Increase perceived public safety by allowing for buildings to be close to the street.



4.1 Land Use Areas

4.1.2 Low - Medium Density Area

Intent

The purpose of this area is to provide for residential development at low to medium densities that may include accessory dwelling units and common amenity housing. It generally allows for the replacement of existing detached houses with duplexes and 4-unit townhouses.

Supported Built Forms

Accessory dwelling unit, duplex house, townhouse and stacked townhouse.

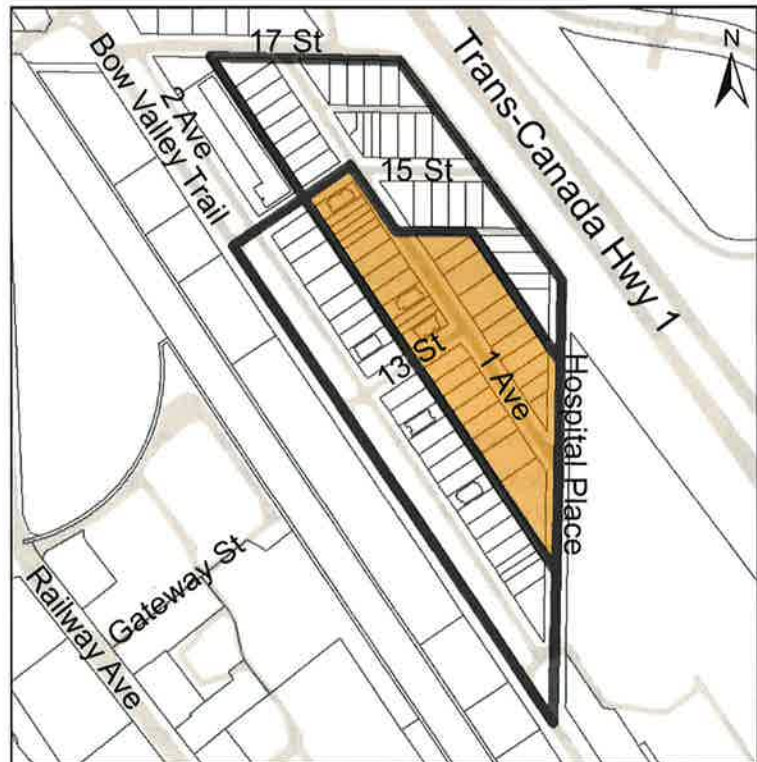
Policies

Uses

1. To maintain the residential character of this area, uses will be restricted to residential housing with limited accessory uses such as home occupations and bed and breakfasts.
2. Accessory dwelling units and common amenity housing shall be supported in this area of Teepee Town. Development incentives may be used to encourage these uses.

Site Design

3. Flexibility should be given to the placement of new buildings on parcels.
4. Preserving existing mature trees shall be encouraged.
5. Access and parking for residential development shall be from the lane. When this is not feasible, driveways and parking may be allowed in the front yard when they are designed to complement the streetscape.



Low-Medium Density Area

Building Design

6. The Town-wide architectural requirements will be applicable to development in Teepee Town.
7. Contemporary architectural styles may be permitted when they meet the intent of the town-wide architectural requirements.
8. Buildings shall face and address the street or streets and include prominent entrances.
9. Duplicate or very similar buildings shall not be allowed adjacent to one another.

Approved by:

4.1 Land Use Areas

4.1.3 Medium Density Area

Intent

The purpose of this area is to provide for medium density residential development.

Supported Built Forms

Accessory dwelling unit, townhouse, stacked townhouse, low rise apartment.

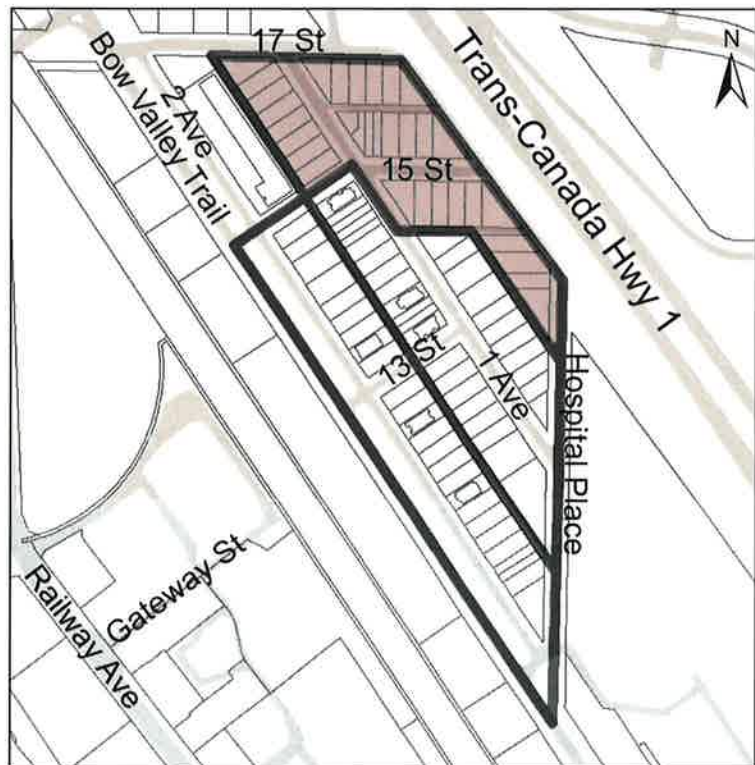
Policies

Uses

1. To maintain the residential character of this area, uses will be restricted to residential housing with limited accessory uses such as home occupations and bed and breakfasts.
2. Accessory dwelling units, common amenity housing, the consolidation of lots and the development of apartment buildings shall be supported in this area of Teepee Town.
3. Development incentives may be used to encourage the development of apartment buildings, accessory dwelling units, and common amenity housing.

Site Design

4. Flexibility should be given to the placement of new buildings on parcels.
5. Preserving existing mature trees shall be encouraged.
6. Access and parking for residential development shall be from the lane. When this is not feasible, driveways and parking may be allowed in the front yard when they are designed to complement the streetscape.
7. Except for apartment buildings, outdoor amenity space shall be larger than Town-wide amenity space requirements.



Medium Density Area

Building Design

8. Buildings shall be in accordance with Town-wide architectural requirements.
9. Contemporary architectural styles may be permitted when they meet the intent of the town-wide architectural requirements.
10. Buildings shall face and address the street or streets and include prominent entrances.
11. Duplicate or very similar buildings shall not be allowed adjacent to one another.

Approved by:

4.1 Land Use Areas

4.1.4 Objectives for Mixed Use Areas

Small Scale Commercial

- The introduction of small-scale businesses oriented towards the visitor and hospitality sector, which complement those already located on Bow Valley Trail.
- The introduction of local or community-oriented businesses that also are attractive to the visitor to Canmore.



Neighbourhood Greenery

- Require functional outdoor amenity spaces provided with new development.
- Provide development incentives to encourage preservation of mature trees.



Neighbourhood Character

- Enhance opportunities for social interaction and perceived safety by allowing for buildings to be close to the street.
- Maintain neighbourhood character through requirements for architectural diversity for neighbouring developments.
- Support contemporary styles of architecture.



Pedestrian Focused Design

- Maintain mountain views through maximum building heights and setbacks.
- Enhance the streetscape through restricting residential parking to the lane.
- Increase perceived public safety by allowing buildings to be close to the street.



Housing Choice

- Provide development incentives for dwelling units that are smaller, live-work or contain shared amenities.
- Allow for a variety of residential housing forms and densities.



4.1 Land Use Areas

4.1.5 Mixed Use Area

Intent

The purpose of this area is to allow for a mix of low to medium density residential uses and small-scale commercial developments that meet both local and visitor needs and supports the continuation of commercial development fronting along Bow Valley trail.

Supported Built Forms

Small scale commercial, accessory dwelling unit, townhouse, stacked townhouse.

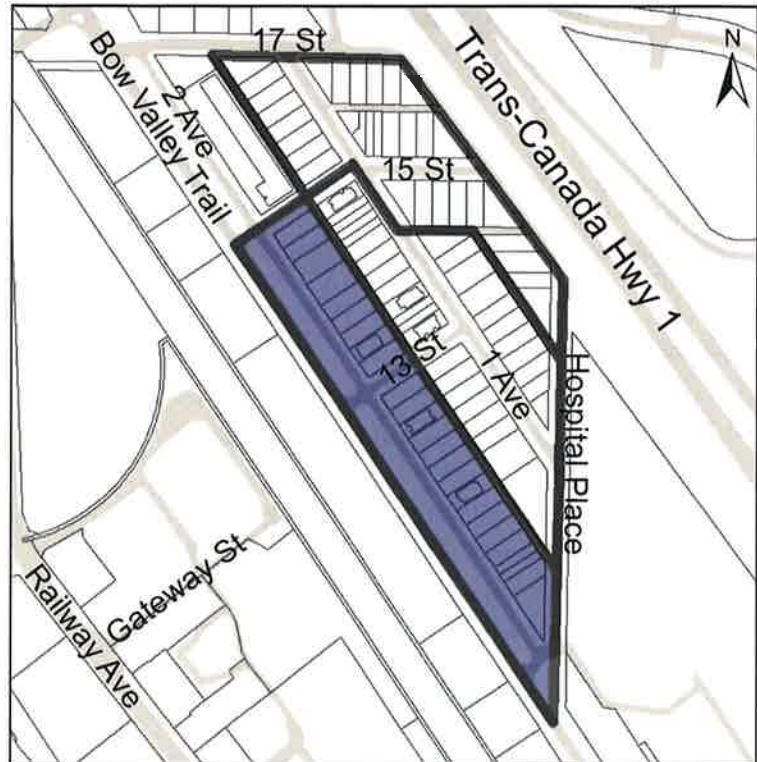
Policies

Uses

1. Commercial uses shall be small in scale, be oriented towards residents and visitors, and complement those already located on Bow Valley Trail.
2. Tourist homes, accessory dwelling units, and common amenity housing shall be supported in this area of Teepee Town. Development Incentives may be used to encourage these uses.

Site Design

3. Commercial development shall fit the scale of the neighbourhood through restrictions on maximum building frontage and unit size.
4. Flexibility should be given to the placement of new buildings on parcels.
5. Preserving existing mature trees shall be encouraged.
6. Incentives for commercial and mixed-use development, such as, lower parking and landscaping requirements, should be considered.
7. Access and parking for residential and commercial development shall be from the lane.



Mixed Use Area

Building Design

8. Buildings shall be in accordance with Town-wide architectural requirements.
9. Contemporary architectural styles may be permitted when they meet the intent of the town-wide architectural requirements.
10. Buildings shall face and address the street or streets and include prominent entrances.
11. Duplicate or very similar buildings shall not be allowed adjacent to one another.

Approved by:

4.2 Civic Infrastructure

4.2.1 Mobility

Intent

To provide for an improved streetscape and a more walkable and livable environment in Teepee Town that supports the long-term goals of the Town's Integrated Transportation Plan (ITP).

Objectives

- To provide for an improved pedestrian environment;
- To improve the streetscapes and visual appearance of the streets in Teepee Town;
- To better manage traffic in Teepee Town, thereby creating a more livable community;
- To support the goals of the ITP, and to provide the community with a variety of travel options.

Policies

1. Transportation planning and design for the ARP area is to be undertaken in a manner consistent with the Integrated Transportation Plan.
2. Roads should be reconstructed in a manner consistent with the designs outlined for local roads in the Engineering Design and Construction Guidelines to provide:
 - a. Enhanced visual appearance, and improved public space.
 - b. Defined (more formalized) on-street parking areas.
 - c. Safe and comfortable pedestrian movements.
 - d. All ages and abilities connections for walking and cycling to and through the neighbourhood.
 - e. Storm water management.
3. Crossings of Bow Valley Trail should be improved to facilitate walking and cycling trips to and along Bow Valley Trail, to the Town Centre and Gateway areas.



4.2 Civic Infrastructure

4.2.1 Mobility

Policies

4. Pedestrian connectivity should be improved to and within the neighbourhood, connecting to the 10th Street pedestrian crossing of the CP Rail tracks to the Gateway and Town Centre areas.
5. The Town should consider modifications to the intersection of 17th Street and Bow Valley Trail, to allow for better egress from Teepee Town and to reduce traffic short cutting through the area.
6. Traffic calming devices should be utilized throughout the community to reduce traffic speeds, discourage short cutting through the area, and to enhance pedestrian movements. Elements may include such features as:
 - a. Chicanes (a chicane changes a street's path from straight to serpentine and are curb extensions that alternate from one side of the street to the other, forming S-shaped curves (see Figures 2 and 3).
 - b. Curb extensions.
 - c. Narrower streets, designed in accordance with the ITP.
 - d. Speed humps, tables or raised cross-walks.

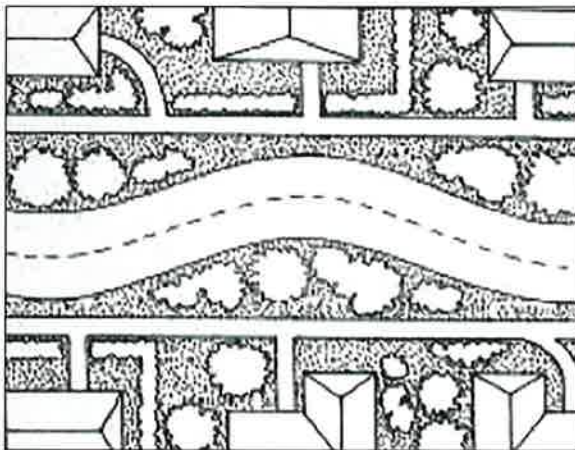


Figure 2: Possible Chicane Design

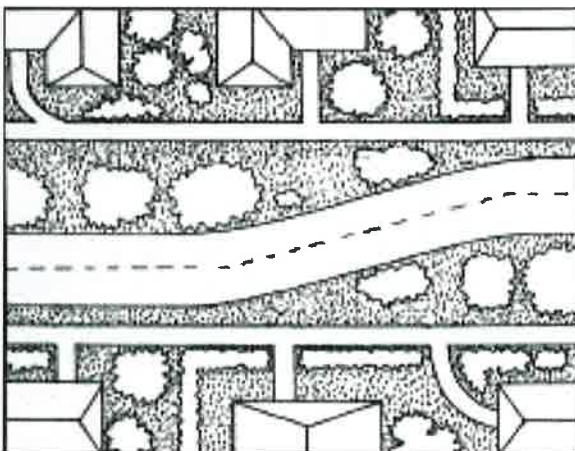


Figure 3: Possible Chicane Design

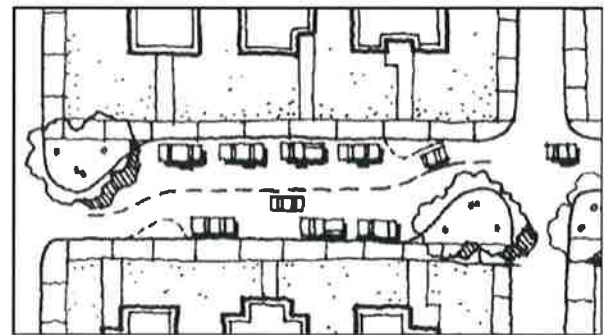


Figure 4: Possible Traffic Calming Arrangement

Traffic calmed streetscapes may result in a road plans as shown in Figure 4.

7. Traffic calming elements at entry points to the community should be considered to slow traffic as it transitions to local roadways within the neighbourhood.
8. The Town should consider the installation of temporary traffic control and traffic calming devices to reduce traffic speeds, prior to the construction of permanent features.

Approved by:

4.2 Civic Infrastructure

4.2.2 Utilities

Intent

To maintain or improve water and sanitary sewer systems as per the latest Utility Master Plan and update the storm water management plan from the January 2004 Teepee Town Infrastructure Study.

Policies

1. To implement the recommendations of the latest Utility Master Plan and Storm Water Management Plan.



4.2.3 Open Space and Community Garden

Intent

To improve the use of the existing open spaces and make them more inviting.

Policies

1. The Town should explore opportunities for additional green space opportunities within Teepee Town.
2. The Town should work cooperatively with the Calgary Health Region to ensure continued access to the open space on the hospital site.
3. The Town should improve connections to nearby open spaces.



Approved by:

SK JB

5 Implementation, Amendments and Monitoring

5.1 Plan Implementation

Intent

To provide a framework for the scheduling of the implementation of the policies contained in this Plan.

Policies

1. The Teepee Town area should be rezoned to the appropriate land use districts, in alignment with this plan, following or concurrent with the adoption of this ARP.
2. A roadway network plan shall be developed as a follow-up step to the ARP, which will include detailed roadway designs for implementation as part of future capital work.
3. Detailed street designs shall be developed with input from the community based on the ITP and Engineering Design and Construction Guidelines, building upon the example street designs included in the previous (2004) ARP, shown in Figures 5 and 6.

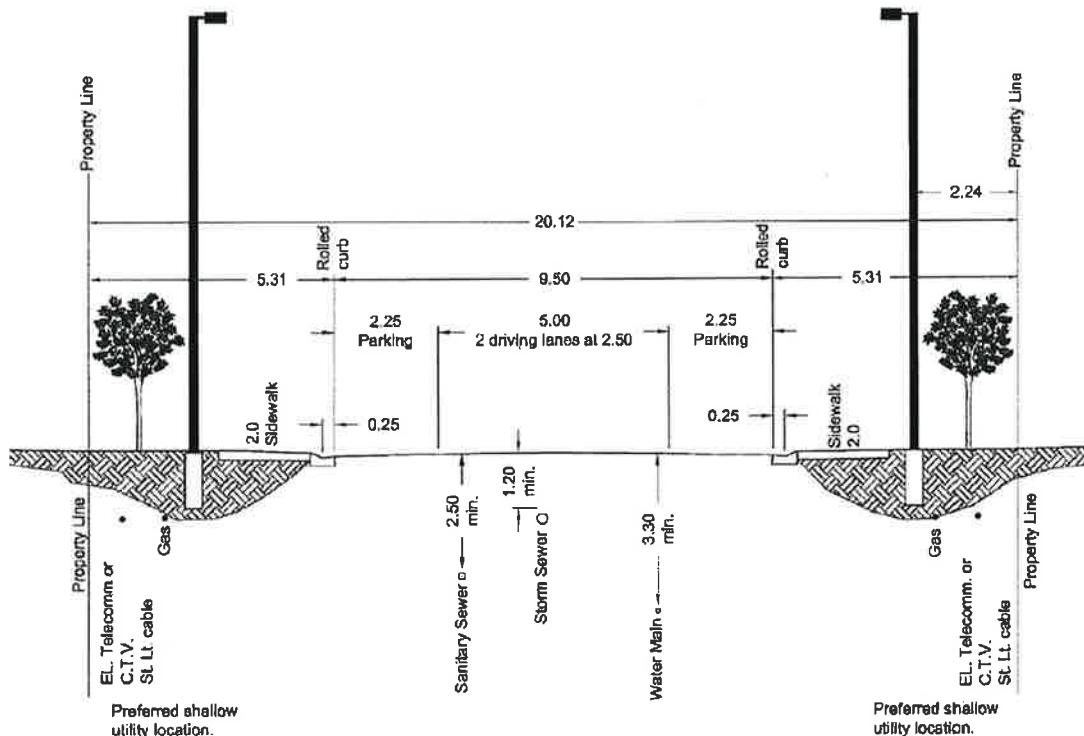


Figure 5: Parallel Parking Road Cross Section (as shown in the 2004 ARP)

Approved by:

5.1 Plan Implementation

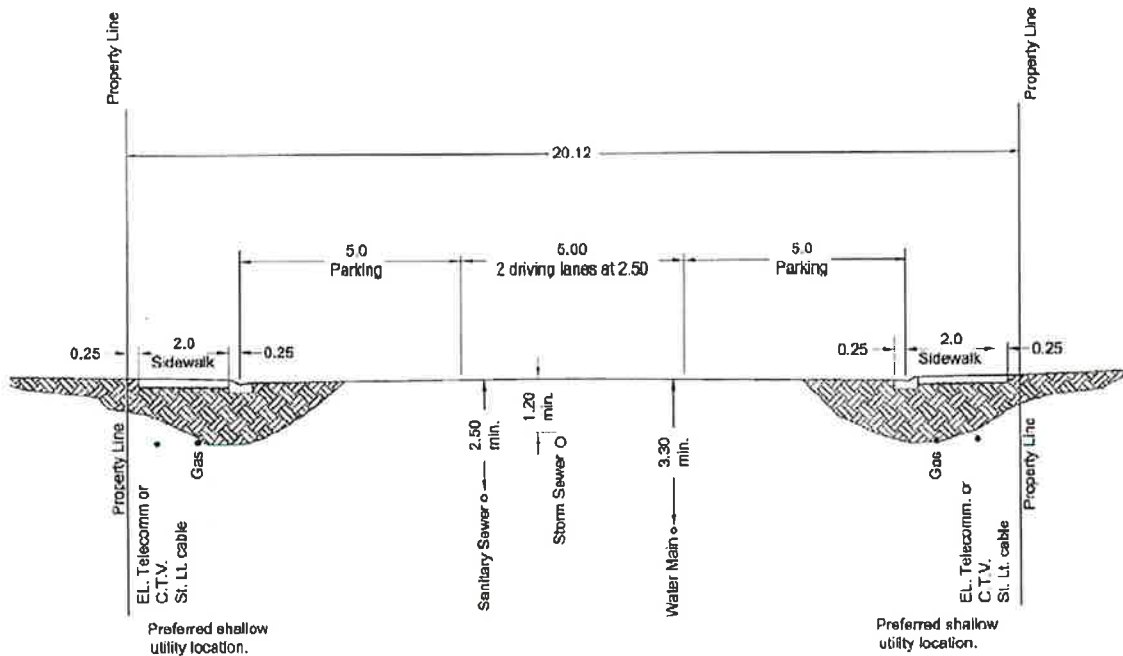


Figure 6: Angle Parking Road Cross Section (as shown in the 2004 ARP)

Policies

4. The location and design of on-street parking shall be determined when detailed street designs are developed as part of a future network plan for the community.
5. Priorities for improved connectivity include:
 - a. Developing a pedestrian network within Teepee Town and connecting to Bow Valley Trail
 - b. Improving pathway connections along Bow Valley Trail
 - c. Improving connectivity to the hospital.
6. Specific areas for crosswalk improvement include:
 - a. 13th Street
 - b. 15th Street
 - c. Hospital Place
 - d. Improved connectivity along 2nd Avenue to tie into the crossing of the CP Rail tracks.

Approved by: _____

5.2 Plan Amendments

Policies

1. Amendments to the Plan will be undertaken in accordance with the provisions for amending a statutory plan in the Municipal Government Act.

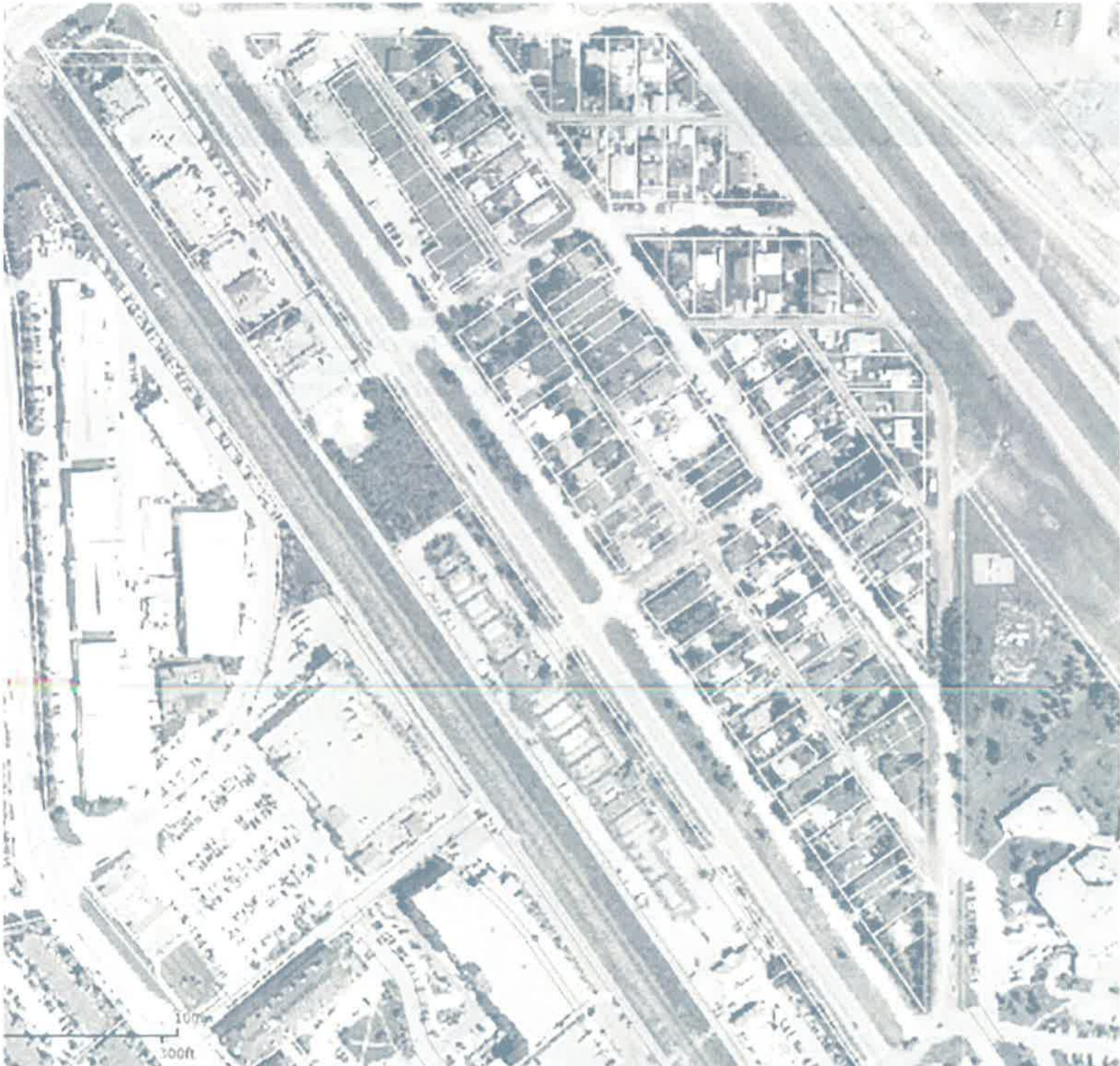
5.3 Monitoring

Policies

1. The policies within this ARP should be reviewed and updated every 10 years from the time the ARP is adopted until the Plan Area is fully redeveloped to ensure that the plan (ARP) is achieving the stated objectives.

Approved by: _____





Town of Canmore
Planning and Development Department

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