

PALLISER TRAIL

AREA STRUCTURE PLAN

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Publishing information

Title

Palliser Trail Area Structure Plan
Bylaw 2023-22

Author

Town of Canmore

Note

The original Palliser Trail Area Structure Plan was prepared by Southwell Trapp and Associates on behalf of the Alberta Social Housing Corporation and was adopted by Council in the year 2000. The Town of Canmore initiated a review and update of the plan in 2022. This document supersedes the original plan.

This document has been modified to improve its online functionality. It is provided for information purposes only and has no legislative sanction. The original bylaw approved by council should be consulted for all purposes of interpreting and applying the law. To access a Council-approved record copy of this document, contact municipal.clerk@canmore.ca

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01

ADMINISTRATION

This section provides an overview of administrative components of the plan, including its purpose, authority, timeframe, interpretation, procedures for amendment, and public participation.

1.1 Purpose

The purpose of the Palliser Trail Area Structure Plan (ASP) is to provide a framework to guide subdivision and development in the Palliser Trail area that results in a vibrant, complete neighbourhood with a mix of land uses, housing choices, and connected public spaces.

To accomplish this purpose, the plan establishes a future vision supported by an overall land use concept, policies, and implementation plan.

The Palliser Trail ASP was adopted by the Town of Canmore in the year 2000 and subsequently replaced in 2023 to provide an updated land use concept and policies that align with current community priorities.

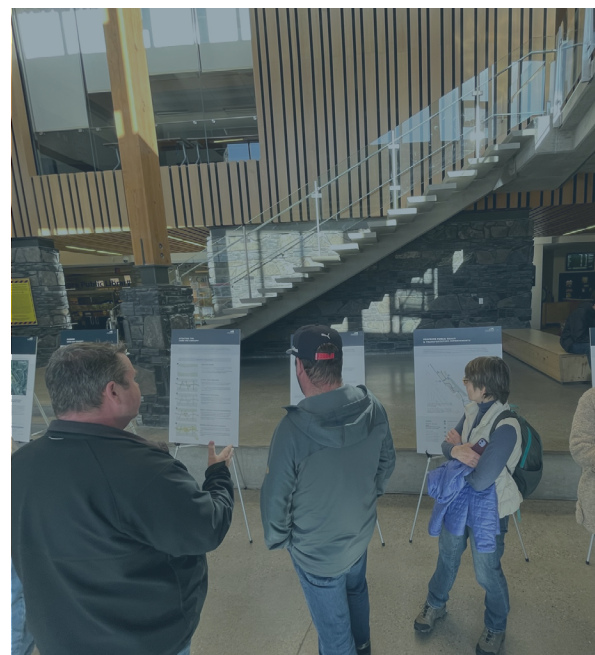
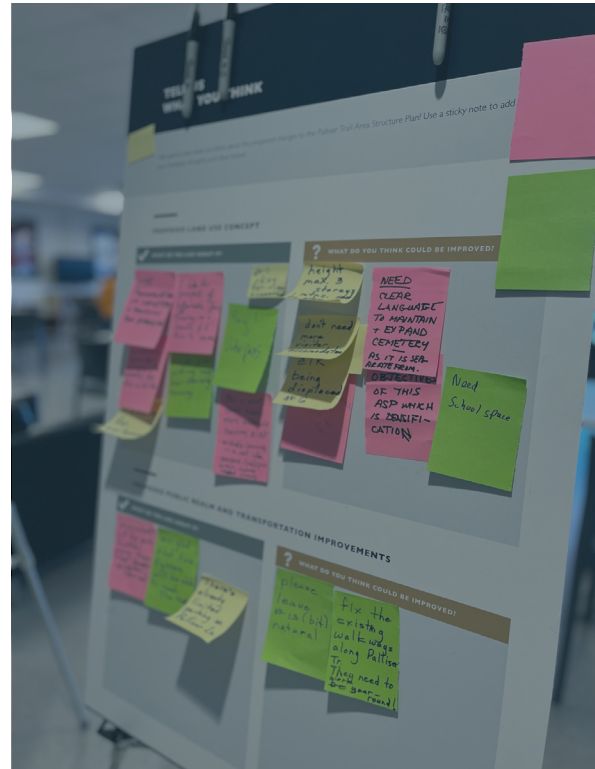
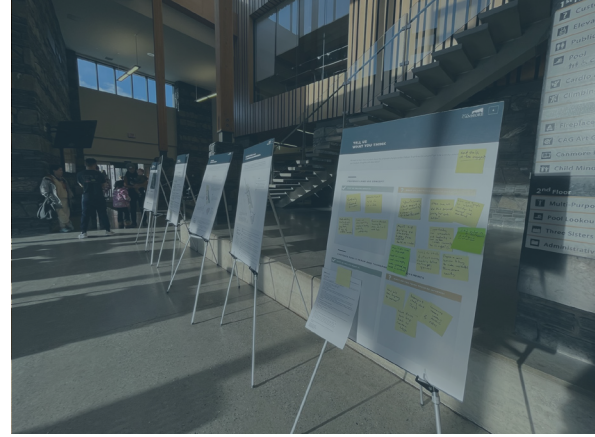
1.2 Authority

The plan is prepared in accordance with the provisions of the Municipal Government Act (MGA) and policy requirements established in the Town of Canmore's Municipal Development Plan (MDP) Bylaw 2016-03. The MDP indicates that prior to any land use redesignation an ASP shall be approved by Council.

1.3 Public Participation

The updated Palliser Trail ASP (2023) was prepared with input from Council, administration, stakeholders, and the community.

In March 2023, administration engaged the community through two pop-up engagement sessions, an open house event, an online survey, and an online interactive question tool. Nearly 300 members of the community participated in these engagement efforts and took the time to share their thoughts on the proposed updates that were being considered in the updated ASP. Feedback was reviewed in April 2023 and was used to inform the final drafting of the updated plan.



1.4 Timeframe

The developable parcels identified in this plan are anticipated to be constructed over the next 10 to 20 years. Anticipated phasing of development is provided in Section 6.2.

1.5 Limitations

ASP^s are long-term plans that provide a high-level vision and supporting policies for a particular area. The policies within this plan should not be interpreted as an explicit approval for a use on a specific site. Detailed site conditions will be assessed on a case-by-case basis as part of subdivision, land use redesignation, or Development Permit.

1.6 Amendments

As full build out of the area is anticipated to take up to 20 years, it is acknowledged that amendments to the ASP may be required to respond to changing conditions, circumstances, and priorities.

Amendments that fundamentally alter the purpose and intent of the ASP must be approved by bylaw in accordance with the MGA.

Depending on the nature of the amendment, supporting information considered necessary by the Approving Authority to evaluate the amendment may be required.

1.7 Interpretation

All maps and graphics are for supplemental information. Locations of boundaries, symbols, or other identifying markers should be considered approximate unless explicitly stated otherwise.

Policy has been articulated to an extent deemed suitable for an ASP and in relation to the Palliser Trail area. Where necessary, a reasonable interpretation of policy should be made with consideration for the plan's vision, goals, policies, Town bylaws and strategies. For convenience, terms that are defined in the glossary

(Appendix A.1) are underlined the first time they appear on a page in body text.

Policy is considered mandatory. Where words such as “should”, “may”, or “encourage” are used, the policy must still be considered mandatory except in circumstances where the Approving Authority deems such a requirement is unreasonable, irrelevant, or where alternatives may be deemed as satisfactory.

Requirements may be deferred to a future stage in the approvals process if deemed appropriate by the Approving Authority.

The Approving Authority shall have discretion over the application or interpretation of policy within this plan.

1.8 Supporting Documents

The updates to this plan were informed by the Town's MDP, policies, strategies, and bylaws in place at the time of drafting this document, as well as the following studies and reports:

- **Transportation Impact Assessment Update (2023)**
WSP Canada Inc.
- **Parking Assessment (2023)**
Victoria Transport Policy Institute
- **Stormwater Feasibility Review (2023)**
WSP Canada Inc.
- **Utility Assessment for Palliser Trail (2023)**
CIMA+
- **Canmore Retail Gap Analysis and Light Industrial & Commercial Land Review (2023)**
Deloitte LLP, Fowler Bauild & Mitchell Ltd.
- **Long-term Management Plan for the Lower Silvertip Wildlife Corridor (2023)**
Stormy Lake Consulting
- **Lower Silvertip Wildlife Corridor Study (2020)**
Management and Solutions in Environmental Science
- **Wildlife Corridor and Habitat Patch Guidelines (2012)**
Bow Corridor Ecosystem Advisory Group (BCEAG)

02

CONTEXT

This section provides relevant context and background information to create an improved understanding of the Palliser Trail area and the plan's vision for how it will evolve over time.

2.1 Location

The Palliser Trail area is located in the northern portion of Canmore, bordered by Silvertip Resort and the Lower Silvertip Wildlife Corridor to the east and the Trans Canada Highway (Highway 1) to the west. It is uniquely situated on the doorstep to Banff National Park and the UNESCO Rocky Mountain World Heritage Site.

The overall ASP area is comprised of approximately 23 hectares (57 acres) of land owned by Canmore Community Housing, the Town of Canmore, and the Province of Alberta.

Map 1 provides an overview of the general Palliser Trail ASP area. Adjacent policy areas are provided in Map 2.

Maps on the following pages are for illustrative purposes only. Boundaries are approximate.



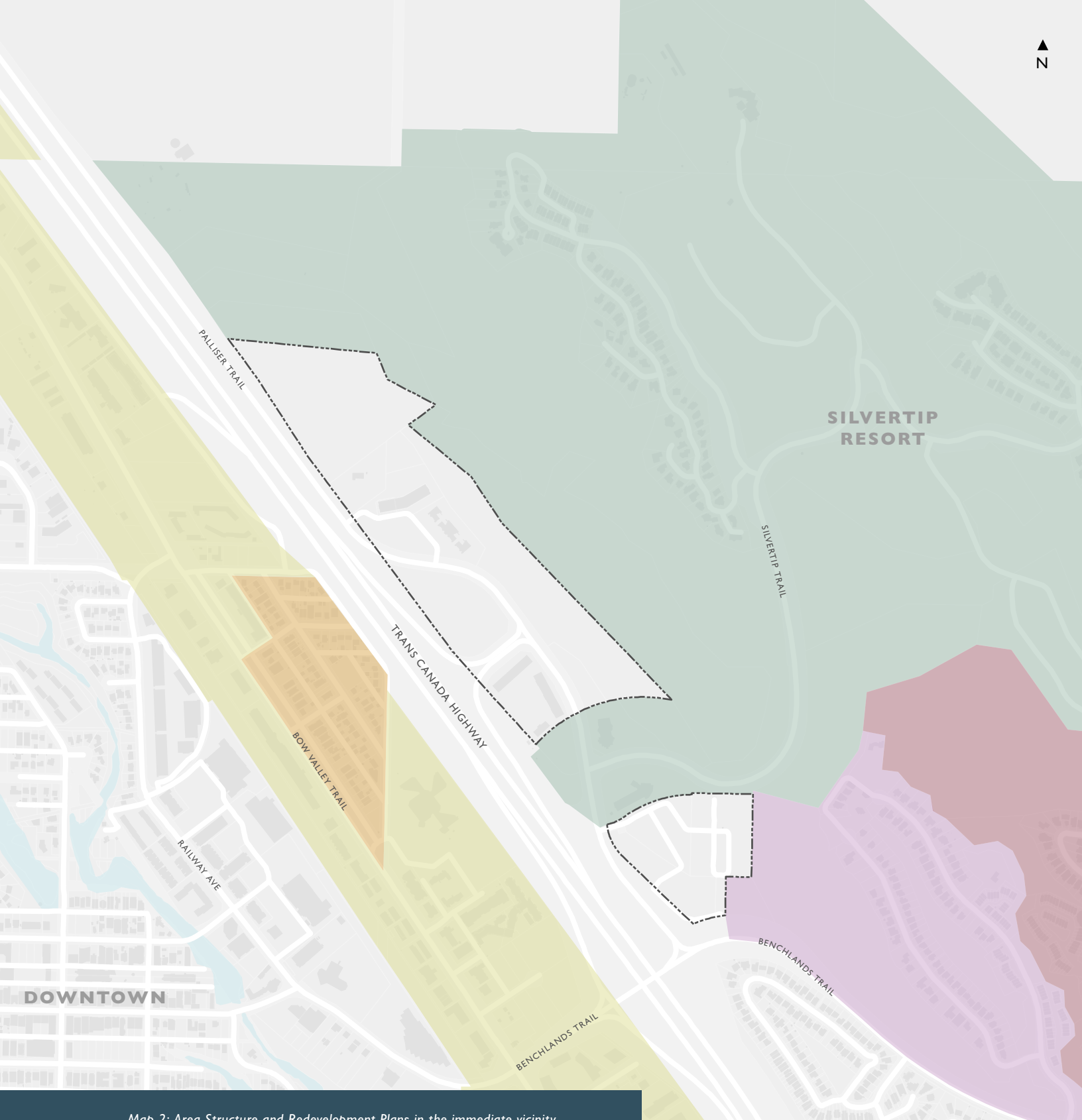


Map 1: Location of the Palliser Trail ASP area and notable features or destinations

LEGEND







- Wildlife Corridor¹
- Bow Valley Provincial Park boundary
- Palliser Trail ASP boundary
- Elevation contours (5 m)

¹ This plan defines the extent of the Lower Silvertip Wildlife Corridor in accordance with the boundaries approved in the Silvertip Area Structure Plan (2007).



Map 2: Area Structure and Redevelopment Plans in the immediate vicinity

LEGEND

- | | |
|--|--|
|  Silvertip ASP |  Bow Valley Trail ARP |
|  Eagle Terrace ASP |  Palliser Trail ASP |
|  Upper Benchlands ASP | |
|  Teepee Town ARP | |

2.2 Background

In the year 2000, Council adopted an ASP for the Palliser Trail area that was prepared by Southwell Trapp & Associates on behalf of the Alberta Social Housing Corporation. The ASP provided a high-level vision for the area and envisioned a mix of highway-oriented commercial and tourism uses.

Over the following two decades, three parcels were developed with residential buildings and a new firehall was constructed in the area.

In 2022, the Town initiated a review of the ASP to ensure future development on remaining parcels would align with current community priorities. The

plan area was expanded to incorporate adjacent Town of Canmore and Canmore Community Housing parcels, and new policy direction was informed by four key goals (Figure 1). A summary of key policy changes is provided in Appendix A.1.

Figure 1: Four key goals that informed policy changes as part of the Palliser Trail ASP update



Prioritize the development of diverse, affordable, and attainable housing



Create new opportunities on Town of Canmore and Canmore Community Housing (CCH) lands



Encourage the creation of a complete, mixed-use, and walkable neighbourhood



Align the Area Structure Plan with current Town, Council, and community priorities

2.3 Vision

“*The Palliser Trail area will become a vibrant mixed-use neighbourhood with a diverse population, accessible housing opportunities, and spaces for local business. It will be defined by its network of attractive public spaces and will demonstrate a commitment to walkability, environmentally sensitive design, and fostering a sense of connection to the surrounding natural environment.*”

2.4 Goals

The primary goal of the Palliser Trail ASP is to create a complete, compact and sustainable neighbourhood that provides places for people to live across the housing spectrum.

Mixed-use areas will form the heart of the neighbourhood and provide opportunities for social interaction. Cafes, restaurants, markets, offices, and other commercial uses will provide residents with walking access to their daily needs and foster a sense of place.

Adjacent residential areas will be defined by their inclusivity and provide homes for residents at varying income levels, backgrounds, and needs. Non-market units will be indistinguishable from market units, and will be integrated throughout the Palliser Trail area—whether in townhouses, low-rise apartment buildings, or other building forms. These areas will be highly livable, utilizing various strategies to reduce the visual and noise impacts of the Trans-Canada Highway.

People will be able to move easily within the neighbourhood—whether along sanctioned trails, illuminated pathways, or complete streets—and enjoy a network of attractive open spaces that offer views of the mountains and the rest of Canmore.

2.5 Objectives

- 1 Create a framework for the orderly planning, subdivision, and development of the area.
- 2 Clearly identify developable and non-developable lands and minimize the environmental impact of any future development.
- 3 Create an attractive residential and commercial development area that implements the goals and objectives of the MDP and provides attainable homes for residents.
- 4 Provide clear policy direction while allowing flexibility for uses and forms of development that can respond to changing market conditions and community needs.
- 5 Ensure development and utility servicing is planned and constructed in a logical phased sequence.
- 6 Preserve the integrity of adjacent land uses and wildlife corridors.
- 7 Incorporate visual components—including views, architecture, and landscaping—into the overall planning and development of the area.

03

LAND USE CONCEPT

The land use concept provides the overall neighbourhood structure for future change in the area, identifying the desired mix of uses, maximum building heights, and supporting infrastructure and public realm improvements.

3.1 Overview

The land use concept supports the vision, goals, and objectives of the plan. It envisions a centrally located mixed-use area that will form the heart of the neighbourhood, complemented by residential areas that provide a range of housing options capable of supporting a diverse community.

The distribution of land uses and density was informed by several guiding principles (illustrated in Figure 2) that seek to ensure that future development supports a healthy environment, the protection of wildlife, and the well-being of its residents:

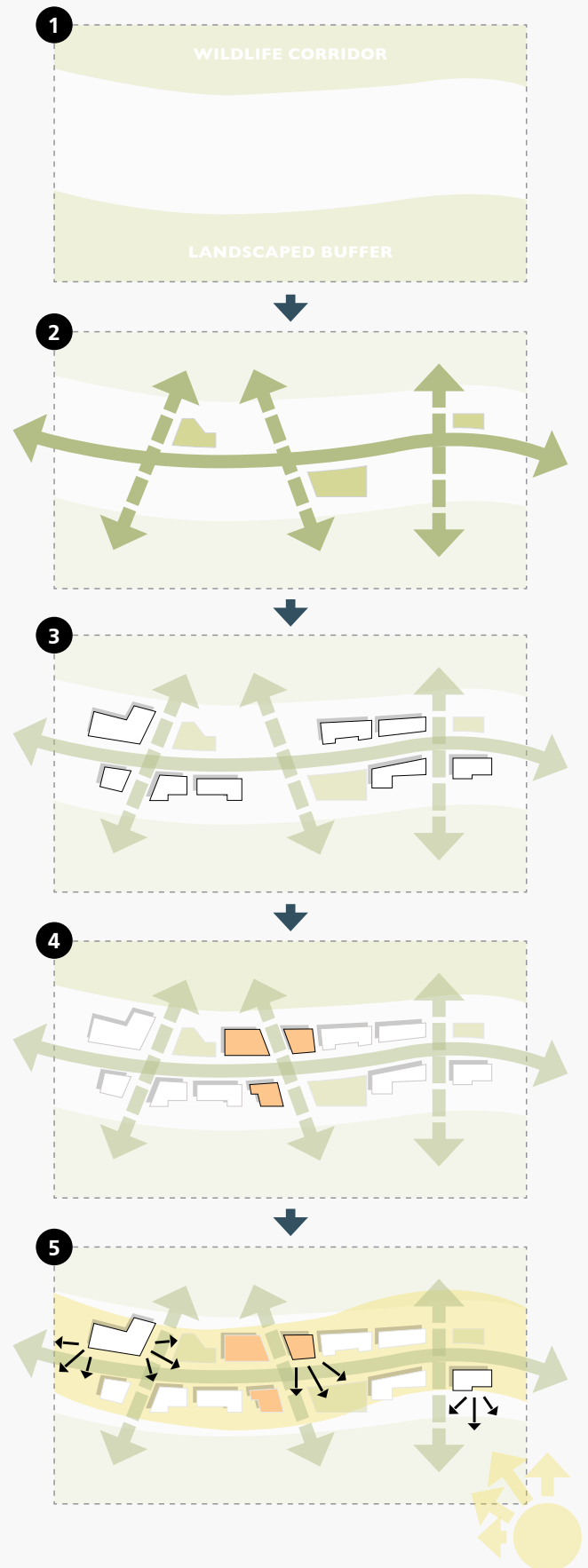
1. *Work with and respect nature*
2. *Connect people and places*
3. *Provide homes for residents*
4. *Create a walkable, mixed-use neighbourhood*
5. *Maximize views and access to sunlight*

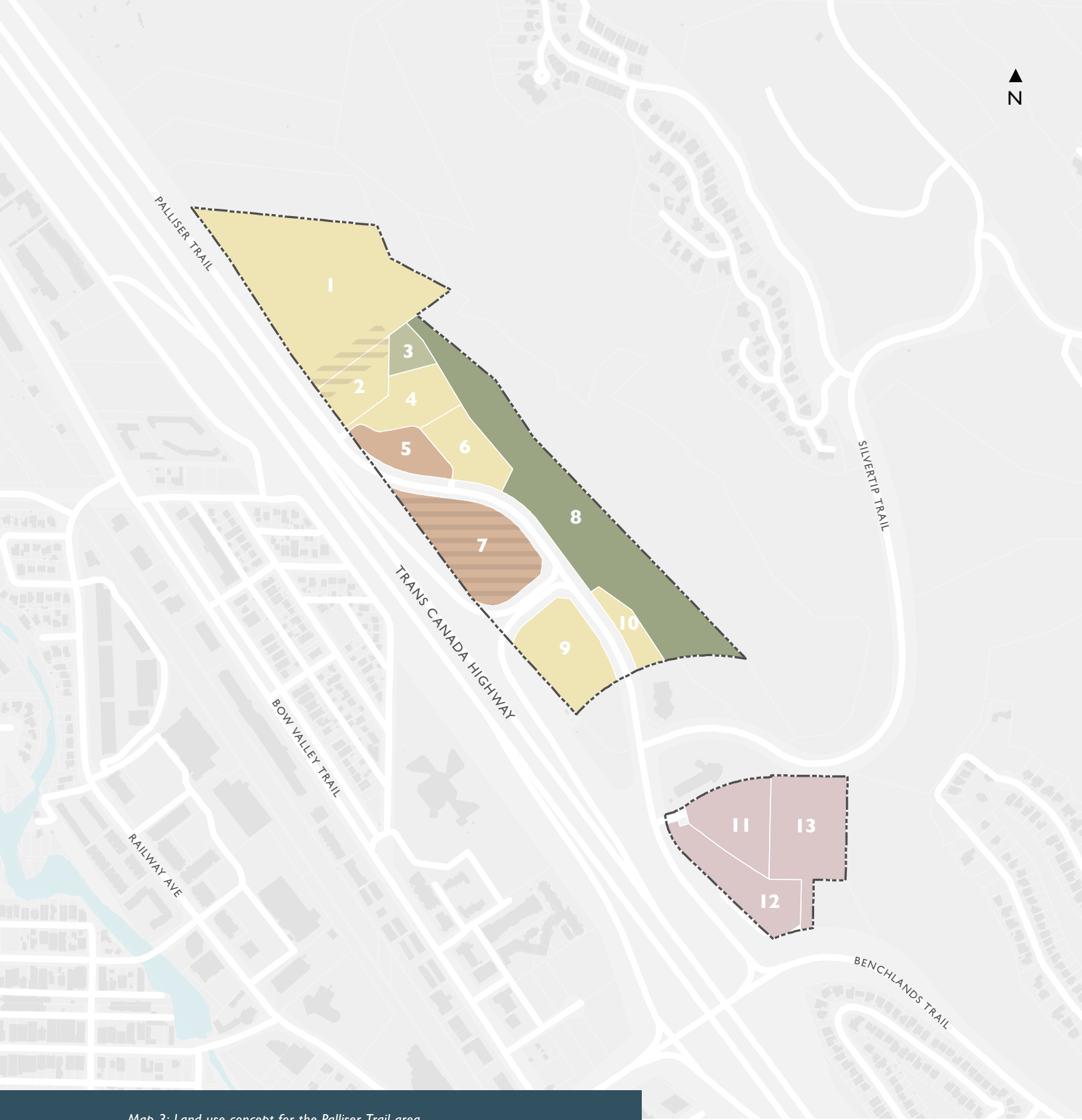
The land use concept categorizes parcels into different land use areas (Map 3), supported by several key transportation and public realm improvements (Map 4). Descriptions of each area and relevant land use policy are provided in Sections 3.2 to 3.4. Additional development policy is in Chapter 4.

The land use concept was designed to provide clear direction regarding anticipated land uses and building heights while also allowing for flexibility to respond to changing market conditions, provide public benefits, and achieve an enhanced urban design and public realm.

Locations shown on the following maps are approximate and may be refined through further planning, design, and future development.

Figure 2: Five guiding principles that, layered upon one another, informed the land use concept.











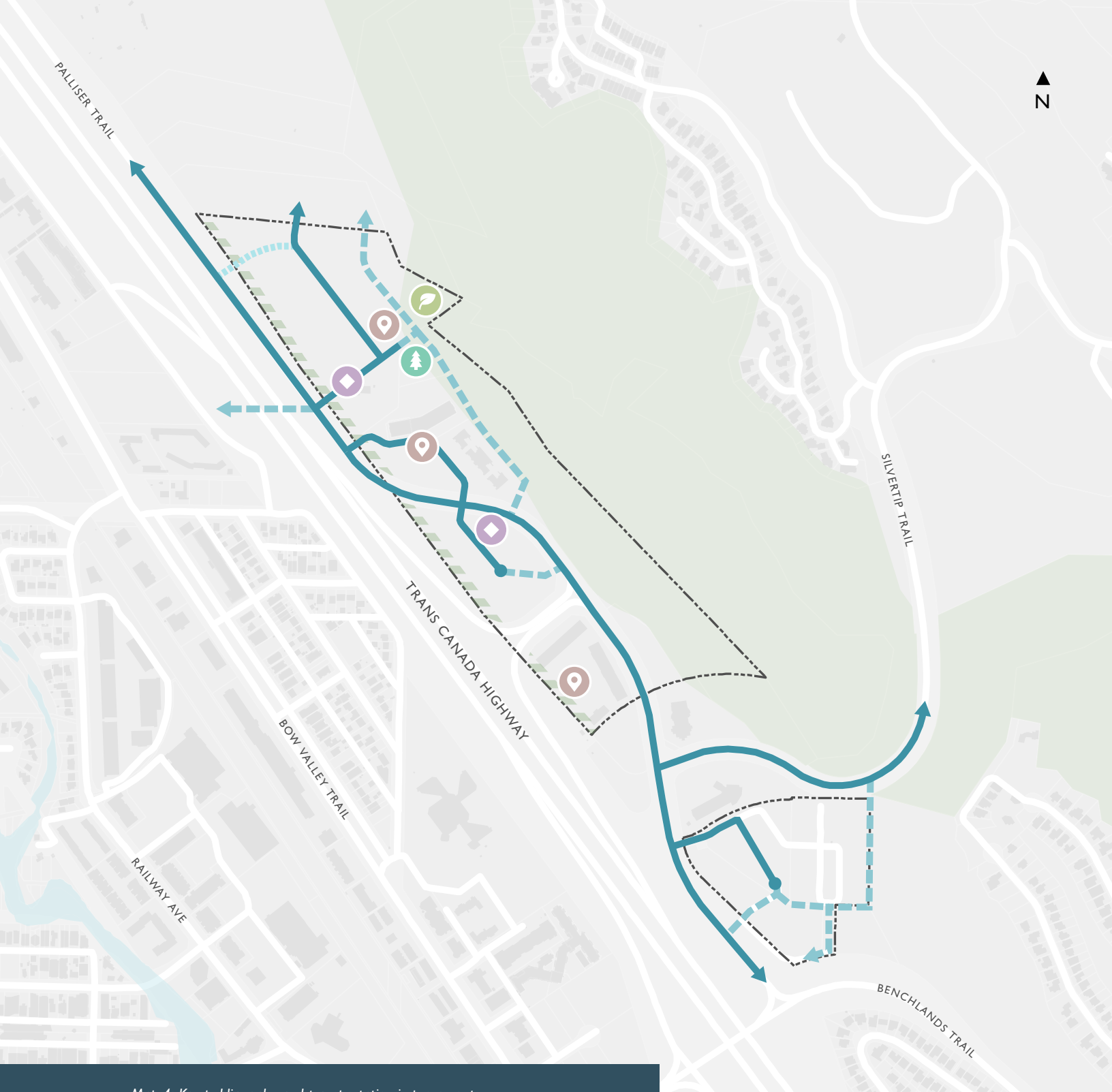


Map 3: Land use concept for the Palliser Trail area

Numbers identify sub-areas referenced in this plan.






LEGEND






- | | |
|---|---|
|  Residential (3 to 5 storeys) |  Civic uses (up to 6 storeys) |
|  Residential (up to 6 storeys) |  Conservation of Wildlands (Wildlife Corridor) |
|  Mixed-use (3 to 5 storeys) |  Park |
|  Mixed use (up to 6 storeys) |  Palliser Trail ASP boundary |



Map 4: Key public realm and transportation improvements

LEGEND

-  Roadway with walking, cycling, and transit facilities (based on street classification)
-  Pathway (walking and cycling connection)
-  Secondary access for emergency/transit (pending timing of adjacent development)
-  Lower Silvertip Wildlife Corridor
-  Palliser Trail ASP boundary

-  Plaza
-  Open space opportunity
-  Park space
-  Expansion of protected wildlife corridor area
-  Landscaped buffer

3.2 Residential Areas

The residential areas will provide high-quality, safe, and accessible housing options that offer a variety of housing types, sizes, and tenures to meet the needs of individuals and families across a range of incomes. The goal is to create a diverse and inclusive neighbourhood that fosters a sense of community and promotes the health and well-being of its residents.

Applicable sub-areas:



Policy

1. Residential areas will generally be accommodated as shown on Map 3.
2. Maximum building heights will be within the height ranges specified on Map 3.
3. All developments should generally align with the projections described in Section 3.5.
4. Residential will be the predominant use throughout the residential areas.
5. Commercial uses will be supported throughout the residential areas to provide flexibility, respond to community needs, and changing market conditions.
6. Low-impact civic uses that will not negatively impact the public realm or wildlife corridor may be considered in sub-area 10.
7. Other uses may be considered by the Approving Authority in limited locations so long as:
 - a) the minimum projections for residential units specified in Section 3.5 can be achieved; and,
 - b) the proposed uses are compatible with residential development and would not significantly compromise the livability of residential units.
8. A range of dwelling types must be provided throughout the residential areas to provide a balance between lower and higher density forms, such as townhomes and apartments.
9. The placement of lower and higher density forms within each sub-area must be informed by topography, solar access, views, proximity to transit, potential adjacency impacts, and the policies in Section 4.1.
10. A Conceptual Scheme will be required for sub-area 1:
 - a) prior to land use designation or subdivision; and,
 - b) will be prepared in accordance with the MDP and will include anticipated building envelopes, building orientation, use of existing treed areas within proposed parcels, view potential of future developments, parking, and landscaping design.

3.3 Mixed-Use Areas

The mixed-use areas will become an important gathering point for local residents, supporting the creation of a complete neighbourhood that provides access to significant commercial space, a mix of market and non-market affordable housing, a vibrant public realm, and public amenities—all within short walking distance.

Applicable sub-areas:



Policy

1. Mixed-use areas will generally be accommodated as shown on Map 3.
2. Maximum building heights will be within the height ranges specified on Map 3.
3. All developments should generally align with the projections described in Section 3.5.
4. A mix of commercial uses must be provided on a majority of the lower levels of mixed-use buildings with residential or other compatible uses located above.
5. A variety of commercial uses are desired. This could include retail, grocery, food and beverage, personal service, arts and entertainment, office, not-for-profit space, and/or institutional uses.
6. Where appropriate, commercial uses are encouraged on the second floor to further activate the public realm and provide additional opportunities for patio space and outdoor seating.
7. The use of patios, outdoor seating areas, and plazas are encouraged and should be designed for year-round use.
8. Developments exposed to the Trans-Canada Highway shall implement measures to ensure the livability of residential units, including strategic unit orientation and the use of higher-rated STC windows and construction on exterior walls facing the highway.
9. Along the southwestern portion of sub-area 7 where the parcel fronts the Trans-Canada Highway:
 - a) a continuous streetwall design will be provided to screen public areas from the highway; and,
 - b) a maximum of 4-5 storeys should be provided to help maximize views and solar exposure for public spaces and residential units.
10. Live/work studios are encouraged within mixed-use buildings.
11. Further subdivision will be considered by the Approving Authority. However, further subdivision will require more detailed concept planning with particular attention to building envelopes, building orientation, use of existing treed areas within development parcels, view potential, parking, and landscape design.

3.4 Civic Areas

The civic areas will help support the Town's operations both within and beyond the Palliser Trail area. A range of uses will be supported to ensure there is adequate space and facilities to meet the evolving needs of the community over the long-term.

Applicable sub-areas:



Policy

1. Civic use areas will generally be accommodated in the locations shown on Map 3.
2. Building heights are generally anticipated to be within the height ranges specified on Map 3 but may vary to accommodate specific uses or facilities.
3. A broad range of public and community-oriented uses are supported. This includes recreation facilities, office space, policing or fire facilities, or other uses necessary to support the provision of public services.
4. Using a portion of the existing Municipal Reserve (MR) parcel to the east should be considered to facilitate future development of civic uses.
5. The co-location of multiple uses, facilities, and amenities is strongly encouraged, including the provision of commercial uses on lower levels to activate Benchlands Trail and/or Palliser Trail.
6. Future development shall provide pedestrian access from Benchlands Trail and/or Palliser Trail.
7. The cemetery use will be retained in sub-area 13 and its expansion may be accommodated in sub-area 11.

3.5 Projections by Sub-area

The following table provides an overview of the projected intensification of each sub-area as identified in the land use concept (Map 3) and with consideration for the policies provided in this plan.

Sub-area	Residential Units		Non-market Affordable Housing Units (minimum percent of residential units)	Other Uses ^c	
	(minimum)	(maximum)		(minimum)	(maximum)
1	400	600	50%	250 sq. m	1,500 sq. m
2	50	150	100%	0 sq. m	500 sq. m
3 ^a	n/a	n/a	n/a	n/a	n/a
5	50	150	100%	n/a	n/a
7	250	350	100%	2,000 sq. m	4,000 sq. m
8 ^a	n/a	n/a	n/a	n/a	n/a
10	0	50	100%	0 sq. m	2,000 sq. m
11 ^a	n/a	n/a	n/a	n/a	n/a
12 ^a	n/a	n/a	n/a	n/a	n/a
13	0	0	n/a	5,000 sq. m	12,500 sq. m
Total	750	1,300	75% ^d	7,250 sq. m	20,500 sq. m
Developed sub-areas^b					
4	97	97	0%	0 sq. m	0 sq. m
6	60	60	100%	0 sq. m	0 sq. m
9	148	148	27%	0 sq. m	0 sq. m
Total	305	305	32%	0 sq. m	0 sq. m

^a Site not identified for future development.

^b Sub-areas developed in accordance with the original Palliser Trail ASP (2000). Numbers reflect the constructed total and are included for reference.

^c Numbers in this column reflect gross floor area and are estimates only (informed by a Retail Gap Analysis, industry targets for supportable retail and office floor area per capita, and building massing explorations). Future development will be assessed for consistency with policies within the plan and may provide more or less floor area for other uses than the anticipated range.

^d Percent of residential units anticipated to be provided as non-market affordable housing. Percentage calculated assuming each sub-area provides median number of units between minimum and maximum values.

04

DEVELOPMENT POLICY

This section provides guiding policy in several topic areas to ensure future development supports the vision, goals, and objectives of the plan and aligns with the Town's strategies and bylaws.

4.1 Urban Design

Intent

To promote the creation of a functional, attractive, and livable built environment that supports public life and complements the unique location and mountain setting of the Palliser Trail area. These policies are supplemental to Section 11: Community Architectural & Urban Design Standards of the Land Use Bylaw.

Policy

Public Realm

1. The identified public realm opportunities will be implemented as generally shown on Map 4.
2. The open space network will be expanded throughout the plan area consistent with the policies provided in Section 4.6.
3. A vibrant public realm will be created that reflects the unique character of each sub-area:
 - a) Mixed-use and civic areas will incorporate hardscaping, public art elements, plazas, and material choices that support higher levels of activity in the mixed-use areas.
 - b) Residential areas will emphasize softscaping elements, pathways, open spaces, and naturalized landscaping that foster a sense of respite and connection to nature.
4. Public spaces should incorporate weather protection elements and be designed to support year-round use.
5. Privately owned open spaces that allow for public use, such as plazas, expanded streetscapes, green spaces, and pedestrian connections will be supported.
6. Plazas should be at least 300 sq. m and designed with visual and physical openness and active edges (e.g., patios, retail entrances).
7. Furnishings, such as tables and seating, shall be provided at appropriate locations throughout the area.

8. Exterior lighting must be kept to a pedestrian scale, downward focused, and orientated away from the Lower Silvertip Wildlife Corridor.
9. Signage directly orientated to or legible from the Trans-Canada Highway will not be allowed.

Building Siting & Design

10. Building form and architectural detailing will reflect a mountain aesthetic that incorporates earthy tones, natural materials and textures, and sloping rooflines.
11. High-quality architectural design and materials must be used for all development in response to the area's prominent location and visibility from the Trans-Canada Highway.
12. Existing topography and natural features must inform site planning to support the creation of intriguing view corridors from public spaces.
13. Buildings on sloped sites shall use slope adaptive techniques to limit terrain modification, reduce visual impact, and create more effective access points.
14. A varied streetscape will be created and achieved through assorted building forms, heights, terracing, orientation, density, and architectural detailing (Figure 3).

15. Building siting, orientation, and design must:
 - a) optimize sunlight exposure and the creation of views from both the private and public realm;
 - b) reduce privacy impacts on existing buildings and maximize privacy for new units; and,
 - c) mitigate noise pollution from the Trans-Canada Highway through various strategies (e.g., additional sound proofing, strategic building orientation, or the use of single-loaded corridors).
16. Where new buildings are proposed adjacent to existing residential buildings at the time of ASP adoption, design measures must be used that reduce impacts on privacy, views, and solar exposure.
17. To ensure safety guidelines for development adjacent to the overhead power lines are met, no portion of a building will be permitted within 5.2 metres of the existing powerline right of way unless a reduced setback is deemed appropriate through consultation with AltaLink.
18. Buildings shall incorporate universal design principles to ensure they are accessible and inclusive for people of diverse abilities and needs.
19. At-grade residential units must create active edges with the street through the use of patios, windows, entrances, and landscaping.
20. Market and non-market housing must be indistinguishable and distributed in a manner that ensures equitable access to amenities, views, sunlight, quietness, and open spaces.
21. Commercial unit frontages should:
 - a) be human-scaled and not exceed 15 metres in width;
 - b) provide space for patios and outdoor merchandising;
 - c) wrap building frontages on street corners; and,
 - d) provide continuous weather protection.
22. A mix of public benefits, including daycare facilities, will be provided throughout the plan area proportionate to the scale and impact of proposed development. Incentives or relaxations will be considered to facilitate the provision of public benefits.
23. A landscaped buffer must be provided within designated parcels as generally shown on Map 4 and must:
 - a) use native species suitable for year-round visual screening and noise buffering; and,
 - b) be a minimum of 12 metres in depth in residential areas and 8 metres in depth in mixed-use areas. The depth of the buffer may be reduced at the discretion of the Approving Authority if it unnecessarily constrains a development and when alternative screening measures are utilized.

Figure 3: Conceptual illustration showing a desired variation in building forms and heights, with interspersed open spaces that receive sunlight.



Residential Areas

The following images demonstrate what the different land use areas could look like in the future and are for illustrative purposes only.



Mixed-Use Areas



Civic Areas



4.2 Housing

Intent

To create a more diverse and equitable neighbourhood with a range of housing types, tenures, and forms dispersed throughout the plan area.

Policy

1. New residential development shall provide options across the housing spectrum that target a range of individuals and income levels. This includes a mix of rental and ownership housing, and a diverse selection of unit types and sizes.
2. Short-term rentals shall be prohibited throughout the plan area to ensure new housing units are created for residents.
3. At least 75% of all residential units within the Palliser Trail area will be secured as non-market affordable housing. Targets for each sub-area are provided in Section 3.5.
4. In accordance with the *Municipal Development Plan*, the purchase price or rental rates of non-market affordable housing units will be at below-market values and secured for the life of the building through a legal mechanism to the satisfaction of the Town.
5. Accessory Dwelling Units are encouraged within lower-density building forms, such as townhomes.
6. Live/work studios are encouraged throughout the plan area in support of the *Cultural Master Plan*.



4.3 Green Development

Intent

To promote environmentally sustainable design within the Palliser Trail area that reduces impacts on natural resources and creates a more resilient neighbourhood that supports the goals of the Climate Action Plan and MDP.

Policy

1. In alignment with the recommendations of the *Climate Action Plan*, municipal and non-market affordable housing buildings shall:
 - a) achieve near net zero emissions or a similar high green building standard, which should include combined heat and power or district energy systems;
 - b) be constructed to be solar ready with building and roof orientations suitable for rooftop and siding solar options; and,
 - c) provide the infrastructure necessary to support the transition to widespread electric vehicle adoption.
2. Incentives or relaxations for other forms of development will be considered to achieve the design standards specified in Policy 4.3.1.
3. Strategies should be used to manage water on-site where appropriate and when building and plumbing codes permit. This includes green roofs, purple pipe rainwater reuse systems, and Low Impact Development (LID) treatments.
4. New development shall incorporate design strategies that reduce energy consumption and support the affordability of residential units by reducing ongoing maintenance or operating costs. This should include strategic tree retention or landscaping, building or unit orientation, and seasonal solar exposure.

Additional policy is provided in Section 4.4 (Environment & Ecology).

4.4 Environment & Ecology

Intent

To support environmentally sensitive development within the plan area that minimizes ecological impact and supports the goals of the Environmental Sustainability Action Plan and the recommendations of the Long-term Management Plan for the Lower Silvertip Wildlife Corridor.

Policy

1. New development is prohibited within the boundaries of the Lower Silvertip Wildlife Corridor, as generally shown on Map I.
2. The Lower Silvertip Wildlife Corridor will be expanded and protected by requiring any portion of land that falls within its boundaries, as shown on Map I, to be dedicated as Conservation Reserve, Environmental Reserve, or protected through a Conservation Easement at time of subdivision.
3. Developments immediately adjacent to the Lower Silvertip Wildlife Corridor shall:
 - a) set back building envelopes a minimum of 20 metres from the boundary of the wildlife corridor, as shown on Map I;
 - b) leave the set back in a naturalized state as appropriate, with the exception of vegetation management as required to reduce fire risk;
 - c) use informal, naturalistic planting;
 - d) be designed to protect, wherever possible, existing vegetation along the wildlife corridor boundary; and,
 - e) demonstrate alignment with the recommendations of the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor*.
4. The long-term use of existing trails through this area will be informed by the *Open Space and Trails Plan* and the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor*.
5. Landowners will be required to provide wildlife fencing in a manner consistent with the recommendations of the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor*.
6. Site planning shall incorporate the recommendations from BCEAG's Wildlife Corridor and Habitat Patch Guidelines for the Bow Valley and the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor* that are applicable to development. In cases where the recommendations may conflict with policy within this plan, the policies of this plan apply.
7. Exact boundary locations for future Environmental Reserve or Conservation Reserve will be established at the time of subdivision and land use redesignation.
8. The environmental effects of development must be minimized and mitigation actions, such as controls for erosion and contaminated discharge, should be implemented to reduce impacts during construction.

-
9. All new planting must use native, non-fruit bearing plant species with low water use requirements. Monocultures will be avoided.
 10. As Douglas Fir are native to the Palliser Trail area and offer fire resistant characteristics, all developments shall:
 - a) preserve and incorporate existing mature Douglas Fir tree stands into site design; and,
 - b) use Douglas Fir as one of the tree species in new plantings.
 11. Landscape plans must incorporate FireSmart planting principles and utilize plant species recommended by WildSmart.
 12. Developments shall be required to adhere to the applicable policies provided in the MDP regarding wildfire risk.



4.5 Open Spaces & Recreation

Intent

To expand and improve access to the open space network within the Palliser Trail area in alignment with the *Open Spaces and Trails Plan*, *Recreation Master Plan*, and *MDP*.

Policy

1. New open space areas will be created throughout the Palliser Trail area on private and public lands. These areas shall include, but are not limited to, the opportunities identified on Map 4.
2. The location, size, type, and configuration of open space areas will be informed by the *Open Spaces and Trails Plan* and the *Recreation Master Plan*.
3. Open space areas will be connected by pathways, trails, and roadways as appropriate. New pathways and trails should consider the conceptual alignments provided in the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor*.
4. Playground facilities, designed in collaboration with the Town of Canmore, will be required in sub-areas 1, 5, and 9.
5. MR location and distribution will be established at time of Conceptual Scheme preparation in consultation with the Town of Canmore and considering, but not bound by, the public realm opportunities identified on Map 4.
6. Sub-area 1 shall provide a 10% allocation toward MR. Preferential locations may include adjacent to sub-area 3 to facilitate the co-location of a small neighbourhood park or recreation uses.
7. The Town will provide an off-leash dog park in the existing MR parcel as identified in sub-area 3 (Map 3), and will explore opportunities to integrate a neighbourhood park within this MR parcel or on lands dedicated from sub-areas 1 or 2.

05

TRANSPORTATION & SERVICING

This section provides policies to ensure the creation of a more equitable and resilient multi-modal community that prioritizes sustainable choices and the efficient provision of critical infrastructure.

5.1 Transportation & Mobility

Intent

To provide for a safe, convenient, and sustainable transportation network that supports the goals and mode share targets of the Town's Integrated Transportation Plan (ITP), aligns with the results of the Transportation Impact Assessment, and contributes to the overall affordability of living in the Palliser Trail area.

Policy

1. An integrated, multi-modal transportation network will be provided as generally shown on Map 4.
2. The design and layout of roadways and pathways must be consistent with the *Engineering Design and Construction Guidelines (EDCG)* and *ITP*, and be a primary consideration in the design of future subdivisions.
3. Pedestrian connectivity will be improved throughout the neighbourhood with linkages to key destinations, open spaces, and authorized trails as identified in the *Long-term Management Plan for the Lower Silvertip Wildlife Corridor*.
4. Pedestrian, cycling, and transit facilities will be developed along Palliser Trail in accordance with the *EDCG*.
5. A connection for walking and cycling will be provided across the Trans-Canada Highway to improve safety, achieve mode-share targets, and support commercial development in the Palliser Trail area.
6. The transportation network will be designed to meet accessibility guidelines for all ages and abilities. For locations where this is not possible, alternative connections shall be provided.
7. Curvilinear streets and sidewalks should be used to minimize grades and improve walkability.
8. An Activity Street will be provided in sub-area 7 that supports walkability, safety, and the provision of significant public space.
9. Additions to the transportation network will be designed to efficiently integrate with the broader network outside the Palliser Trail ASP area.
10. Quality transit service will be provided at the outset of new development and in support of parking and transportation policy.
11. The Town will develop and implement effective transportation and parking strategies that align with the *Integrated Parking Management Plan*, the recommendations of the *Parking Opportunities Assessment* and *Transportation Impact Assessment*, and the Town's affordability and climate action goals, including the:
 - a) removal of minimum parking requirements to prevent the oversupply of parking;
 - b) regulation of on-street parking supply, including timing, usage, and pricing controls that reduce subsidies and optimize the supply of parking;
 - c) provision of user information tools that support the utilization of parking spaces; and,
 - d) improvement and expansion of active transportation infrastructure.
12. All new development shall prepare and implement an integrated parking management strategy that:
 - a) unbundles the supply and cost of parking from residential units;
 - b) provides shared parking facilities between uses (e.g., residential and commercial) or multiple buildings;
 - c) supports the provision of carshare services by dedicated parking spaces for this use;
 - d) addresses potential overflow or spillover parking problems, including demand during peak periods and enforcement of unauthorized parking on private property; and,

- e) utilizes other tools, as appropriate, to support affordability, climate action, and the goals of the *ITP* and *Integrated Parking Management Plan (IPMP)*.
13. A district-scale approach to parking management will inform the Conceptual Scheme or Subdivision phase of planning.
 14. Residential parking must be located underground or within building envelopes and accessed from the lane to support an enhanced public realm.
 15. Surface parking will be permitted for lower-density buildings, such as townhouses, where residential parking spaces can be accommodated within driveways or a limited number of surface parking stalls.
 16. Surface parking, or a combination of underground and surface parking, may be considered for higher-density development at the discretion of the Town if:
 - a) unforeseen circumstances or geophysical constraints necessitate surface parking; or,
 - b) the extent of land required for surface parking is deemed to be minimal and will not adversely impact the public realm.
 17. Where surface parking is provided, the parking area must:
 - a) be located at the rear or side of buildings and screened from the street or public spaces with landscaping; and,
 - b) incorporate LID treatments such as bioswales and permeable pavement to reduce peak flows and improve water quality.
 18. Traffic-calmed street designs will be implemented in a manner consistent with the *EDCG* to reduce traffic speeds and enhance pedestrian safety.
 19. The Town will request improvements to the Trans-Canada Highway that improve safety, livability, noise, and wildlife protection in the Palliser Trail area through measures such as reduced maximum speed limits, noise barriers, landscaping, or wildlife fencing.
 20. Transportation planning and design will be in a manner consistent with the *ITP*, *EDCG*, and *IPMP* unless otherwise approved or specified by the Town.



5.2 Servicing

Intent

To support an integrated water management approach for the Palliser Trail area and the efficient provision of water and sanitary services.

Policy

1. Subdivisions shall apply an integrated water management approach to overall site design that supports the sustainable management of water resources and the integration of green infrastructure in the public realm.
2. Stormwater runoff must be managed through infiltration. Each development parcel shall host facilities to fully manage runoff on-site up to the 1:100 year event.
3. Naturalized methods, such as natural wetlands and bioswales, should be used to mitigate effects of stormwater runoff and contribute to the overall design of the public realm.
4. Utility rights-of-way, easements and public utility lots should be provided to accommodate municipal utilities where appropriate.
5. All development within the Palliser Trail area will be serviced with municipal water and sanitary sewer.
6. The location, size and general standards of these services will be in conformity with the *EDCG* unless otherwise approved by the Engineering Department.
7. Stormwater management plans will be required for each parcel at the Development Permit stage, including geotechnical studies to assess infiltration capacity and groundwater levels.
8. Provision must be made through the Palliser Trail area for the extension of utility services to service areas to the west.
9. Shallow utilities will be accommodated in a municipal road right of way or within a shallow utility right of way on private property.

06

IMPLEMENTATION

The vision, goals, and objectives of the Palliser Trail Area Structure Plan will be implemented and realized over a period of 10 to 20 years.

This section provides information on the anticipated phasing of development and next steps for Town Administration.

6.1 Plan Implementation

Intent

To provide a general framework for implementation of the plan.

Policy

1. Amendment(s) to the *Land Use Bylaw* and/or the *MDP* may be required to facilitate the forms of development identified in this plan.
2. Standard Town procedures for subdivision and permits in accordance with the *MGA* will apply.
3. Subject to the provisions of the *MGA*, all new developments may be required to:
 - (a) dedicate and construct new public rights-of-way, incorporating the appropriate treatments and design standard;
 - (b) reconstruct public rights-of-way adjacent to the development, incorporating appropriate treatments and design standard; and/or,
 - (c) provide land for public open spaces in accordance with this plan and other Town plans and bylaws.
4. Portions of land are within the Stoneworks Creek Hazard Zone (Map 5). A planned mitigation project is intended to address moderate and localized high/extreme hazard zones within the developable lands to protect existing and accommodate future development. Future development will require consideration of residual hazards and risks, as outlined in the *Land Use Bylaw* and *EDCG*.

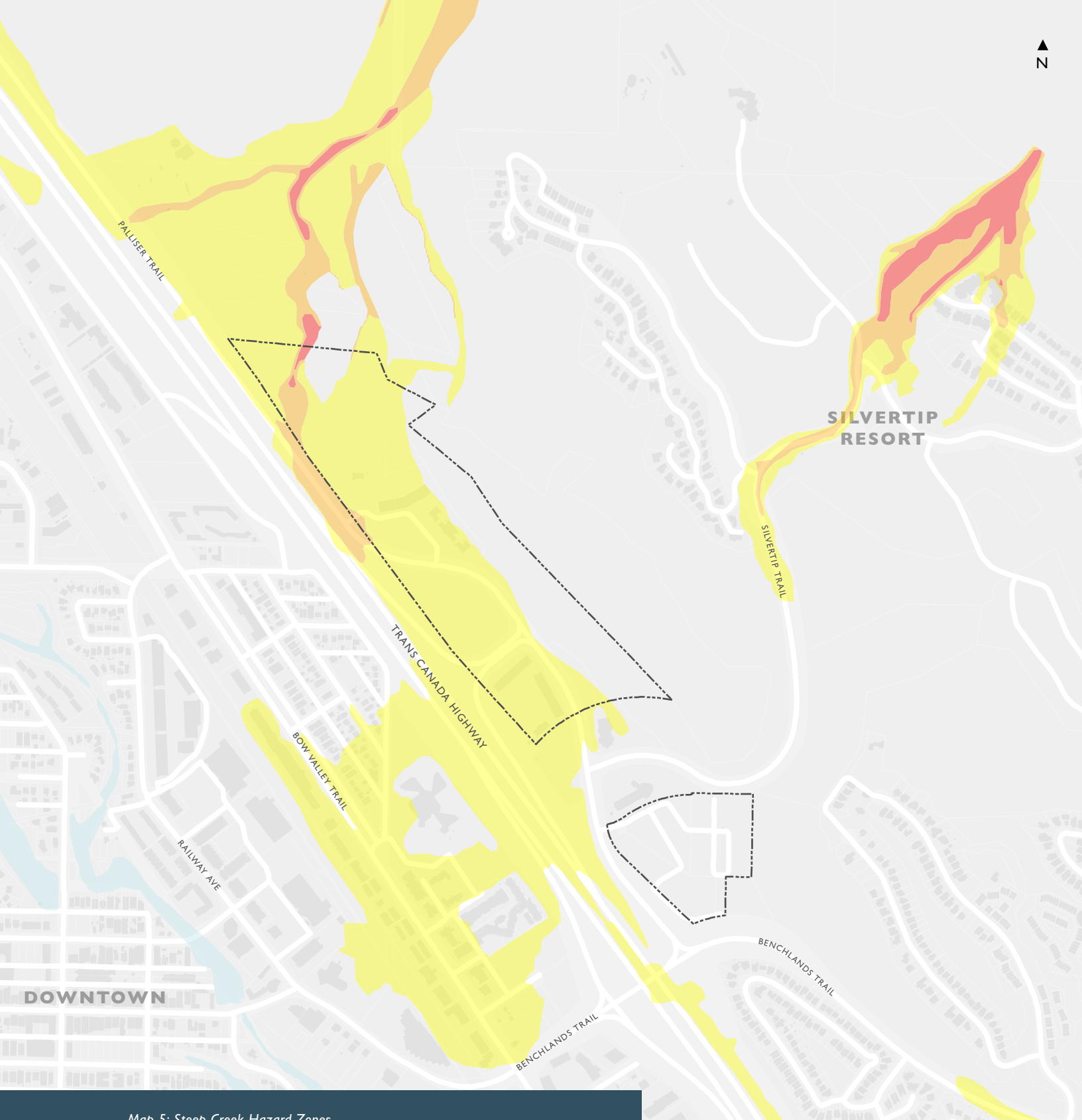
6.2 Development Phasing

Intent

To provide greater certainty regarding the anticipated phasing of development in the Palliser Trail area with respect to the efficient provision of municipal infrastructure, public services, and amenities.

Policy

1. The conceptual phasing plan for Palliser Trail is provided on Map 6.
2. Development in the Palliser Trail area should generally occur in a logical sequence that reflects the availability and extension of the required infrastructure.
3. The phasing of development may vary from the conceptual phasing plan so long as the proposed development is otherwise in alignment with policy.

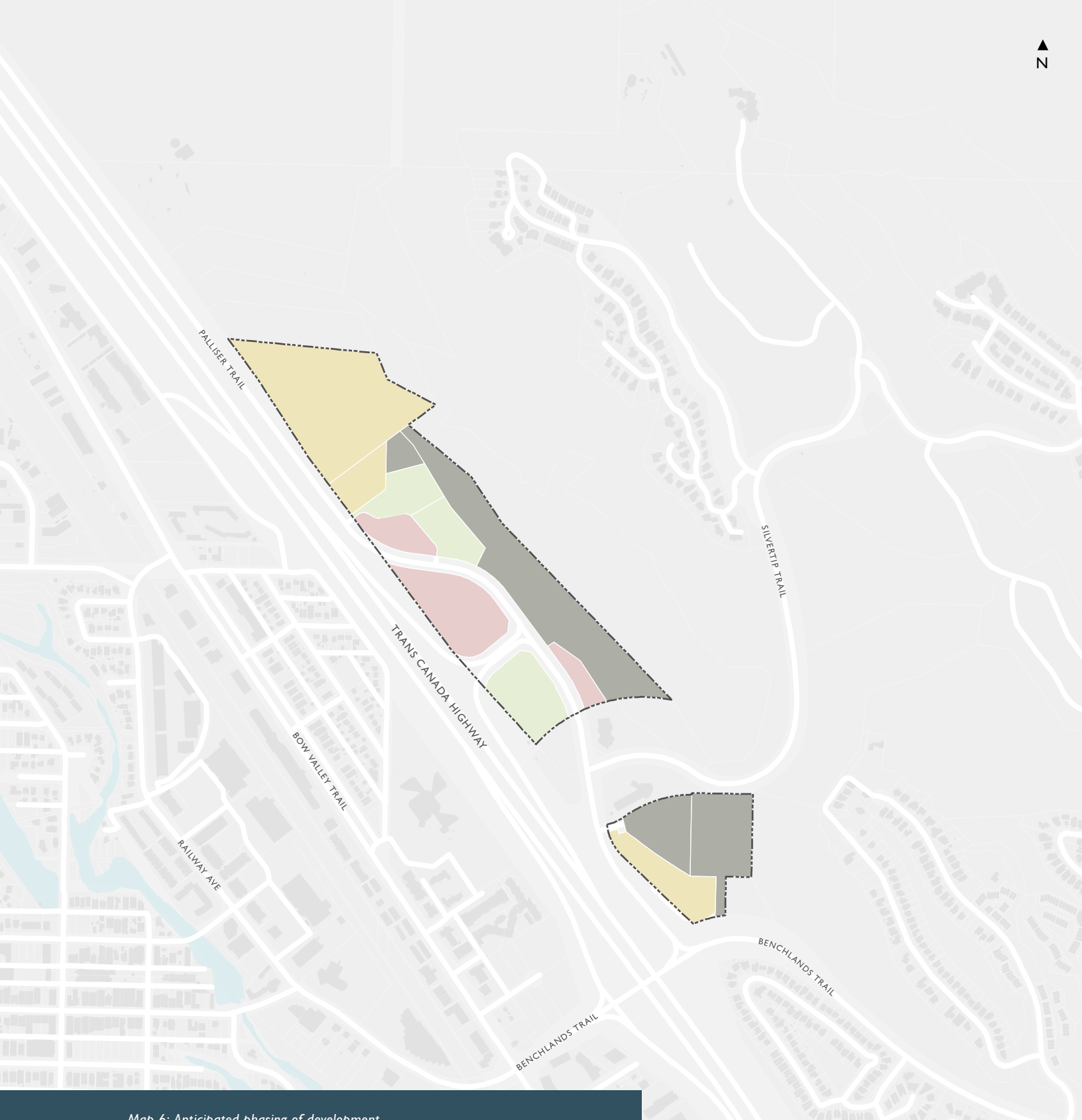


Map 5: Steep Creek Hazard Zones

LEGEND

- Extreme/High
- Medium
- Low

Palliser Trail ASP boundary

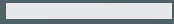


Map 6: Anticipated phasing of development

LEGEND

- | | |
|---|---|
|  Phase 1 |  No Development Anticipated |
|  Phase 2 |  Palliser Trail ASP boundary |
|  Completed | |

A



APPENDIX

This section provides supplementary materials relevant to the plan.

A.1 Glossary of Terms

The definitions below are provided for terms referenced within this plan that may not be defined in the *Municipal Development Plan, Land Use Bylaw*, or other statutory document, or in cases where the interpretation of the term in this plan warrants further explanation. For convenience, terms defined in the glossary are underlined the first time they appear within body text on a page.

Approving Authority

The designated body or individual responsible for granting approvals, subdivisions, or permissions related to land use, development, or construction projects as the context implies.

Area Structure Plan (ASP)

A statutory, high-level land use plan as defined in the *MGA* that provides an area specific framework for future subdivision and development. It identifies a conceptual layout for general land uses, utility infrastructure, roads, public spaces and recreation.

Low Impact Development (LID) tools

A set of design and management practices that aim to minimize the environmental impact of land development and improve the overall sustainability of the built environment. LID tools are designed to mimic the natural hydrologic functions of the site and promote the use of green infrastructure to manage stormwater runoff.

Municipal Development Plan (MDP)

A comprehensive strategic document that outlines the long-term vision, goals, and policies for guiding the physical, social, and economic development of a municipality or local government jurisdiction. For the purposes of this plan, it refers to the Town of Canmore's *Municipal Development Plan*.

Municipal Government Act (MGA)

A legislative framework that governs the establishment, organization, powers, and duties of municipalities in the province, providing guidelines for local governance and decision-making.

Mixed-use

While the *MDP* provides a definition for mixed-use, for the purposes of this plan it refers to development where two or more uses are provided within the same building, where at least one of those uses is residential.

Near net zero

A building with low energy usage such that it approaches the annual energy consumption of Net Zero Energy buildings, and, with additional measures, could produce nearly as much renewable energy as it uses on an annual basis. A near net zero building should meet or exceed Tier 4 (60% reduction in energy consumption) of the National Energy Code of Canada for Buildings (2020) and be designed to be solar-ready.

Non-market affordable housing

As defined in the *Municipal Development Plan* and updated from time to time.

Open space

A publicly accessible area designed or preserved for recreational, environmental, or aesthetic purposes. These spaces can include parks, plazas, or other undeveloped or landscaped areas that contribute to the overall livability and quality of the urban environment and public realm.

Plaza

A pedestrian-oriented open space designed for public interaction, social gatherings, recreation, and community events, often featuring elements such as seating, landscaping, public art, and amenities to enhance the public realm and overall urban experience.

Privately owned open spaces

Land or areas, such as plazas and pedestrian connections, that are owned and maintained by individuals, organizations, or entities in a non-public capacity but are accessible to the public for recreational, aesthetic, or leisure purposes.

Public benefit

A facility, service, or feature that is provided and accessible to the general public, enhancing quality of life and contributing to the well-being of the community.

Public realm

The space around, between and within buildings that are publicly accessible, including streets, plazas, parks and open spaces.

Tenure

The legal or contractual rights and arrangements that determine the occupancy status of a building, such as ownership, co-operative, leasehold, or rental agreements.



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