

OPEN SPACE & TRAILS PLAN

June 2015

Amended August 2021

Town of

CANMORE



ACKNOWLEDGMENTS

The Canmore Open Space and Trails Plan is a product of the Planning and Development Department. We would also like to thank the following Town of Canmore departments for their collaborative efforts and brainstorming assistance: Parks, Engineering, Recreation, Events, and Community Enrichment.

Consultation with the stakeholders was also an essential part of the process. We could like to thank the following groups for their time and effort: the Trails Advisory Group, Environmental Advisory Review Committee, the Human Use Management Review committee, as well as many of the members of Canmore's outdoor groups, staff of Canmore's outdoor and cycling stores, and all of the members of the community who spent their time giving us feedback. We're deeply grateful to all of you.



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1. INTRODUCTION

Canmore is defined by its Rocky Mountain setting; the jagged snowy peaks provide a dramatic backdrop for almost every outdoor activity. Having plentiful access to public parkland and a well-connected trail network is important to enable residents and visitors to enjoy and be inspired by our stunning mountain setting.

The importance of ensuring the health of our mountain ecosystem confers significant environmental responsibilities. Integrating the needs of both humans and wildlife is essential in determining the use of the natural landscape. The maintenance and support of regional connectivity for wildlife movement is even more important than a well-connected trail system for humans.

1.1 PURPOSE OF PLAN

A cohesive guiding plan is necessary for the development of a well-connected and functional space and trail network which is both an active transportation network, and provides recreational opportunities for users with a range of abilities.

Although there is a considerable amount of material

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documenting aspects of open space and trails policy in Canmore, there is no comprehensive source that provides direction for the system as a whole. As a result, decisions regarding the development of open space and trails are often made through response to individual subdivision and development applications.

The Open Space and Trails Plan has been developed in response to these concerns, and with the following guiding principles in mind:

- to provide opportunities to gather, play, and connect to our natural environment
- to provide a functional transportation network for pedestrians and cyclists
- to provide sustainable trails for residents and visitors that are accessible, easy to navigate, and suitable for a variety of skill levels and interests
- to respect important wildlife habitat and maintain wildlife connectivity within and beyond the Town

Taking into consideration the current needs and wishes of residents, visitors, and wildlife, as well as anticipating future needs and trends, the plan makes suggestions for future use and development of trails and open space in Canmore. Because our trails and spaces serve an ever-increasing number of users,

Careful management of these resources is more essential than ever.

1.2 SCOPE OF PLAN

The plan was created with the intent of building on our previous successes, continuing our enjoyment of and commitment to mountain lifestyle and optimizing the recreation experience in Canmore. We aim to provide clear direction to assist with future planning of new areas, improvements to established areas, and linkages to areas outside the municipal system.

The trail network as covered in this plan includes all types of trails, from three metre wide paved multi-user pathways to rocky singletrack. Open space includes a variety of different kinds of spaces, from playing fields to natural landscapes. These spaces provide different recreational opportunities, but all are primarily intended for human use. Structured recreation facilities are not discussed in this plan, but are instead covered by the Recreation Master Plan.

The recommendations contained within this document are meant to apply primarily to the trails, open spaces and amenities that exist within the Town of Canmore corporate boundaries. However, we feel that it is important to consider the context of the entire valley; hence recommendations are also made in relation to natural trails on provincial land.

We do this because we feel that a well-designed trail and open space system must holistically consider the environment and network it is part of; and because we feel it's necessary to acknowledge and embrace the importance of those trails and spaces to the residents of Canmore. Only by working together can we create a truly fantastic open space and trail network in Canmore.

1.3 PUBLIC ENGAGEMENT

The engagement process for the plan took place over several years. In 2011, an initial open house was held, followed by a community survey designed to capture the main areas of concern and interest for

residents. Through 2013 and 2014, further issues and opportunities were identified by public stakeholders from a wide variety of interest groups as part of the Integrated Transportation Master Plan and Human Use Management Review engagement processes. These took the form of open houses, online surveys, and workshops.

Internal engagement took place in early 2015, allowing all relevant departments to provide input on the draft principles and proposed recommendations.

Following extensive internal consultation, the draft plan was shared with public stakeholders in April – May 2015. This took the form of: a weekend open house at Elevation Place; discussion through social media, including cross-posting by various other groups and organisations; focus group discussions with various stakeholders such as the Trails Advisory Group; individual meetings with key stakeholders; and the sharing of an online survey.

All feedback was summarised in a 'What We Heard' document which has been shared with the public, and is included as Appendix A in this document.



2. CONTEXT

2.1 OUR COMMUNITY

Canmore is a vibrant community whose residents value the benefits of open space and trails and for whom recreational activity is integral to their health, happiness and sense of place.

Canmore's trail network is the result of both centuries-old travel patterns and the foresight of community builders who have understood the practical, recreational and emotional value of trails. We are lucky to enjoy a trail network with excellent coverage, with every home in Canmore being within 200 metres of a trail.

The importance of recreation, parks and open space to Canmore residents was confirmed in the annual resident satisfaction survey undertaken in 2014. Of the respondents, 99% stated that parks, trails and other green space within the town were "very important" or "somewhat important" to them.

2.2 RELEVANT PLANS

The Open Space and Trails Plan builds on previous planning by the Town of Canmore. It was informed

by several guiding documents, namely: the Town of Canmore's Municipal Development Plan; Mining the Future; Signposts to Sustainability; the Town of Canmore Strategic Plan; the Sustainable Economic Development and Tourism Strategy; and the Wildlife Corridor and Habitat Patch Guidelines for the Bow Valley.

Various planning documents were also reviewed. The previous Canmore Trails Master Plan (2007) and Open Space Development Guidelines (2005) provided direction regarding trail network improvements and strategic acquisition of open space. The OSTP was also informed by the BCEAG Recreational Opportunities Working Group report (2002), which made recommendations concerning recreational trail development in the Canmore area.

The OSTP was developed in conjunction with the Human Use Management Review (2015) in consideration of wildlife corridors and habitat patches. We reaffirm commitments made in the Integrated Transportation Plan (2014) regarding encouraging the development of a well-connected active transportation network.

2.3 TRENDS

GROWTH

Canmore will continue to grow over the coming decades. The City of Calgary is experiencing high growth rates, and we can continue to expect large numbers of visitors to our trails and open spaces from Alberta, Canada and around the world.

The open space and trail system must be capable of supporting increased usage by residents and visitors alike, without leading to the sensation of crowding or trail degradation. With increased usage also comes a greater chance of human/wildlife encounters; this issue must be handled with appropriate education and management techniques.

EVOLVING TYPES OF USE

- New and different - Existing spaces are constantly being used in new ways, as different activities develop or gain in popularity (e.g. boot camp, cross fit, stand up paddling, snow biking). It can be expected that whatever changes the future brings in recreational activities; we won't be able to anticipate them all.

- Dog owners. A large number of residents enjoy the trails and spaces with their dogs. The dog ownership rate is considerable, with approximately as many dogs as children in town.

- Active transportation. Is increasingly encouraged, and it's important that we have a well-connected user-friendly network of pathways and bike lanes to encourage this type of travel year round.

- Mountain bike tourism. Continues to increase, and demographics are changing. Those who travel on mountain biking holidays now tend to be more affluent and likely to travel with family or friends. Providing an attractive trail network is increasingly important from a tourism perspective.

- Specialized recreation parks. There is an increasing number of specialized recreation parks, such as bike parks, skate parks, disc golf courses, splash parks and off-leash dog parks.

2.4 CELEBRATING OUR ACCOMPLISHMENTS

Since the previous Trails Master Plan was approved in 2007, the Town of Canmore has made good progress towards creating a more connected open space and trail network which provides a better user experience for visitors and residents alike.

Joining the final missing link on the Legacy Trail between Canmore and Banff is a prime example of one of these important connections. It was completed in fall 2013, with numbers on the trail dramatically increasing as a result in 2014.



The Rocky Mountain Legacy Trail

A complete list of our main accomplishments since 2007 are presented in Appendix B.



3. OUR OPEN SPACE & TRAILS

3.1 PATHWAY & TRAIL NETWORK

The Town of Canmore presently maintains approximately 74km of gravel and paved trails constructed according to our Engineering Landscaping Standards. Please see Figure 3.2 for a map of the existing trail and pathway network.

In addition, approximately 85km of provincial trails also lie within Town boundaries. These trails fall within Provincial or Wildland Parks jurisdiction, and are not maintained by the Town. These 'regional' trails can also be seen in Figure 3.2. These trails are an essential component of our recreational trail network.

THE PLANNED COMMUTER NETWORK

The Integrated Transportation Plan (2014) recommended the adoption of an active transportation network, as outlined in Figure 3.1. It integrates the existing trail network with a fully designated aspirational network that aims to serve purposeful trips as well as recreational trips.

The network focuses on cycling; however the routes and existing trail system can serve alternative active modes as well, including pedestrians. The trails and

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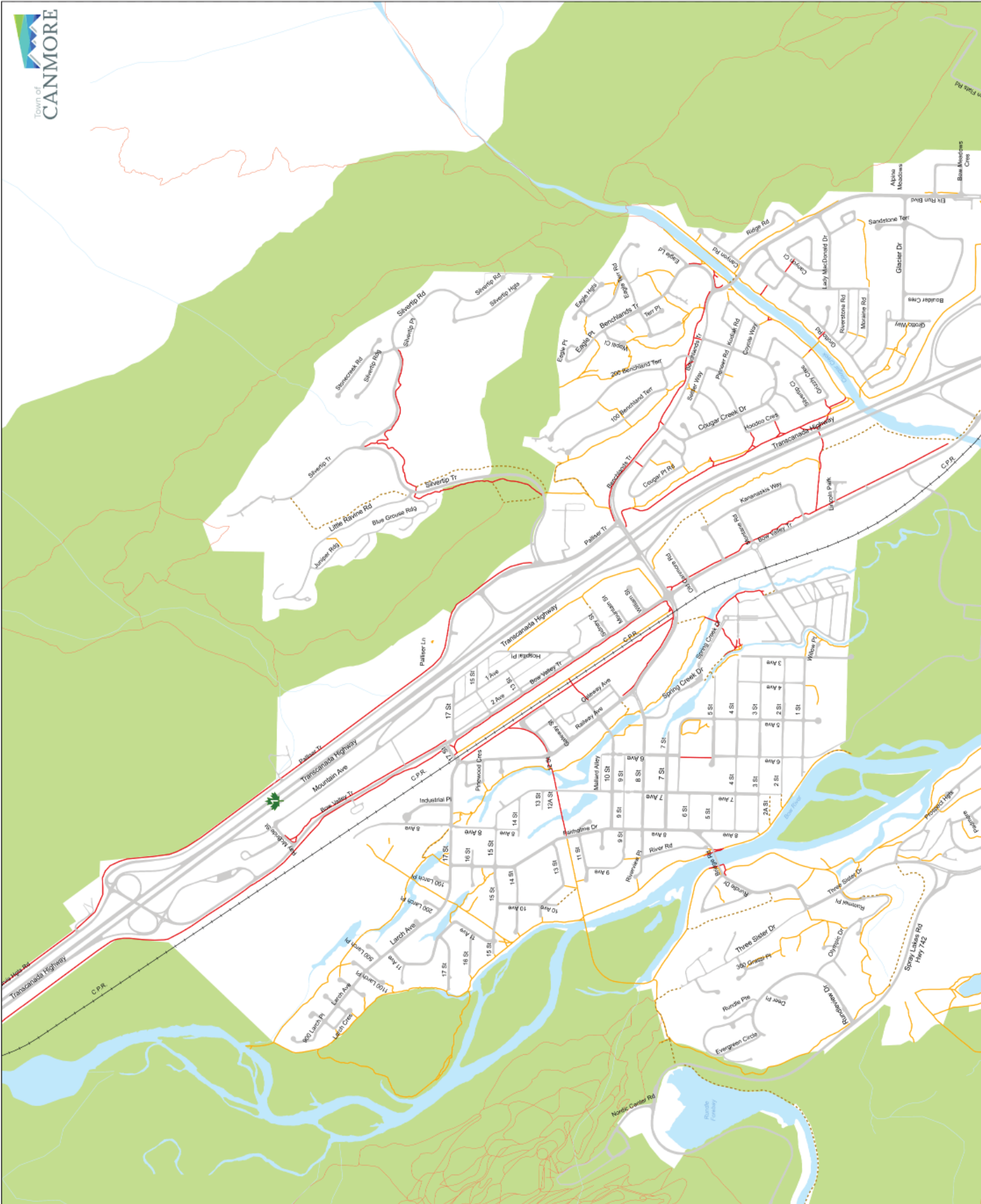
paths in the designated active transportation network should be maintained all year round.

The routes are identified according to skill and comfort level using green, blue and black designations, similar to ski skill level designations. Green trails are on relatively flat terrain and are separate from moving vehicles, whereas black trails may be on-street cycling lanes with no physical separation from moving traffic.

Accessibility analysis was used to determine effective locations for new network connections to serve active modes, and improve overall network connectivity, and the recommendations stemming from this analysis have been included in the Open Space and Trails Plan.

3.2 OPEN SPACE

Open space includes a variety of different kinds of spaces, from playing fields to natural landscapes. The spaces provide different recreational opportunities, but all are primarily intended for human use. Please see Figure 3.3 for a map of the existing open spaces in Canmore.



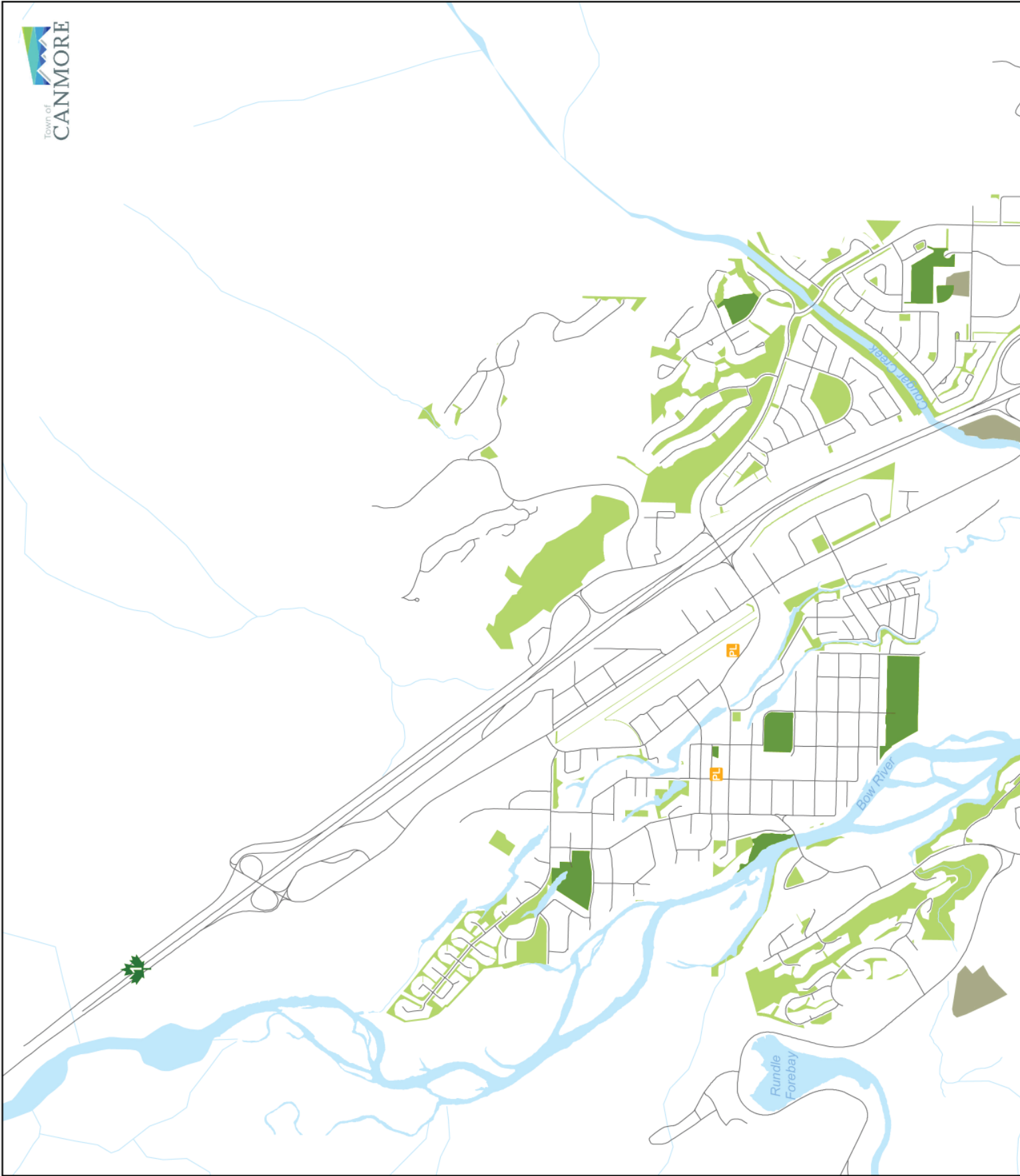


TRAILS MAP



Date: 4/21/2015 Name: PL15-023
 Map produced by Town of Cammore GIS Services July 2014

Figure 3.2 Map of existing trail and pathway network





OPEN SPACE MAP



Date: 4/21/2015 Name: PL15-023
 Map produced by Town of Cammore GIS Services - July 2014

Figure 3.3 Map of existing open spaces

3.3 CHALLENGES & OPPORTUNITIES

3.3.1 ENSURING SUSTAINABILITY

Successful trail systems must be physically, ecologically and economically sustainable. Trails must be built using best practices so they remain physically stable with appropriate levels of maintenance and management. Existing trails which become eroded should be rehabilitated or rerouted in a more appropriate design.

Monitoring and adaptive management of the system is necessary to ensure it is sustainable.

3.3.2 INCREASING USER NUMBERS

A sustainable open space and trails system requires an appropriate amount and variety of spaces and trails to support the anticipated users.

The user base of Canmore's recreational network is anticipated to grow as increasing numbers of tourists travel to enjoy our trails, and as Calgary's population continues to increase. The number of events being hosted in and on Canmore's open spaces and trails is also increasing.

The network should be designed in such a way as to minimize user conflict and avoid crowding; for example, looped trails are effective at reducing the feeling of crowding.

3.3.3 MAINTAINING ECOLOGICAL INTEGRITY

Canmore is a critical component of the Rocky Mountain ecosystem, providing a home and movement corridor to a range of wildlife. Maintaining the integrity of environmentally sensitive areas is a key consideration when managing open spaces and trails.

There are numerous wildlife corridors and habitat patches identified within the community, where the natural environment has priority over any human uses. Non-motorised recreational activities may be

appropriate, but human-use management is necessary to ensure the continued ecological functioning of these areas. Human use management may take many forms, including signage, education, enforcement, and provision of alternative trails.

The Bow Corridor Ecosystem Advisory Group (BCEAG) has established Wildlife Corridor and Habitat Patch Guidelines for the Bow Valley. These include guidelines for recreational trail development and use, designed to lessen their impact on the viability of wildlife corridors and habitat patches.

The guidelines include recommendations that recreational trails should cross wildlife corridors perpendicular to the direction of the wildlife corridor, and crossing trails should be at least 1 km apart. Trails are permissible in habitat patches, but should be of limited density.

Where possible, trails should be grouped with powerlines or roads that are crossing the corridor. They also recommend the development of a maximum trail density threshold. Until this threshold is determined, the creation of new designated trails is recommended only if they replace more than one non-designated trail, and so reduce the overall trail density.

These ecological considerations limit the terrain available for recreation, and possible trail density. This creates challenges in the development of a well-connected trail network. It is more difficult to create trail loops that will minimize user conflict, and more challenging to develop a larger trail network to cater to a growing user base.

However, assessing our trails and space network provides us with the opportunity to make intelligent decisions about design, and thereby reduce the likelihood of human/wildlife conflicts, and increase the quality of life for wildlife in our valley.

3.3.4 DEALING WITH LANDSCAPE FEATURES

One of the major challenges to creating a well-connected trail network in Canmore is the linear land-

scape features we have with limited crossing points – the Bow River, the Trans-Canada Highway, and the railway.

It is possible that an extra crossing of the Trans-Canada Highway may be created to access Palliser Trail. It is unlikely that extra railway crossings will be built in the near future.

Wildlife considerations mean there is limited possibility of extra crossings of the Bow River. A bridge connecting the trail system south of South Canmore with the Three Sisters trail is considered undesirable due to creating extra pedestrian traffic through a habitat patch; however from a recreational and emergency access point of view it is desirable. This is a key example of the balances that need to be considered.

3.3.5 BUILDING RELATIONSHIPS

Working on a robust and well-connected trail and open space network provides us with an opportunity to build relationships with provincial partners and private land owners. We also hope to encourage volunteer trail management and stewardship where possible, leading to increased opportunities for community involvement in trail restoration and maintenance.

The recommendations contained within this document are meant to apply primarily to trails, open spaces and infrastructure that exist within the built areas of Canmore. However, we feel that it is important to consider the context of the entire valley; hence recommendations are also made in relation to natural trails on Crown lands that sit within the Town's corporate boundaries.



4. TRAILS IN THE FUTURE

4.1 GOALS

The goals of our trail and pathway planning are to provide good quality, sustainable recreation opportunities for residents and visitors, and an integrated active transportation network with efficient routing, safe and convenient connections for all skill levels, and year-round accessibility.

To enable this, trail and pathway networks should be well-connected to the regional network, and within the Canmore network. Suitable amenities should be provided for anticipated uses (e.g. trailheads, washrooms, etc.). Wayfinding signage should allow visitors to easily navigate the trail system, but remain aesthetically appealing and uncluttered.

Recreational trails should provide an interesting experience for users of a variety of skill levels, and recreational access and opportunity should be maintained; if trails must be closed, quality alternatives should exist, or be created. Recreational users should be able to depend on an established system of trails which will not be lost through development

4.2 CLASSIFICATION & PRINCIPLES

4.2.1 TRAIL CLASSIFICATIONS

Existing Town trails are built and maintained according to the Town of Canmore Engineering Landscaping Standards under the following categories:

- **Multi-purpose path sealed** (2.5m wide, asphalt, gradient up to 6%). Used for the main commuter network.
- **Multi-purpose path unsealed** (2.5m wide, gravel/clay surface, gradient up to 6%). Used in high traffic areas for local connection to the main commuter network, and very easy recreational trails.
- **Pedestrian path** (1.5m wide, gravel/clay surface, gradient up to 15%). Used for local connection to the main commuter network, neighbourhood connectors, very easy recreational trails.

We propose to expand the list to include the following trail type, and trail feature definition:

- **Singletrack.** The tread is 30-70cm wide. Trail surface is predominantly natural terrain, and is generally rough, although it may also be machine built. It is suitable for recreational use by single file hikers,

runners, or for mountain bikes. Trail building best practices must be followed. Minimal Town maintenance is undertaken.

- **Technical Terrain Features.** TTFs are obstacles or design elements on a mountain biking trail that improve trail flow or add difficulty to make the trail more interesting or challenging. They can be created using existing natural features, enhanced natural features, or human-made structures. TTFs should be built and maintained according to an established Canadian standard (e.g. the Whistler Trail Standards).

4.2.2 TRAIL PRINCIPLES

This section outlines the standards which all existing and new trails and pathways should meet.

- **Proximity.** All members of the community should be able to access the trail network via pathway/sidewalk. The aim is to maintain the current standard, where the majority of households have access to the trail network within 200m from their home.
- **Year-round use.** The network of commuter trails shall have a snow clearance schedule, with adequate resources for ensuring the trails are clear for use at all times of the year.
- **Accessibility.** Hard surface trail design shall accommodate a range of mobility requirements.
- **Naming.** Where possible, trails should have good, memorable and useable names. These may be based on names in common use if they already exist.
- **Connectivity.** Does it connect appropriately with the commuter network, to provide fast and efficient travel? Does it enhance looping and reduce dead-ending? Or does it connect with the surrounding recreational trail network (including provincial trails)? The provincial track network can be seen in part in Figure 3.1, or an up to date version may be viewed at any time on the Alberta Parks website.
- **Objectives of the trail are clear and appropriate.** Are the anticipated user groups & skill level defined? Is the planned user experience adequately provided by the trail/pathway? Does it have a clear trail classification (using the IMBA guidelines and trail ratings where appropriate)? Does it meet the objectives of the intended use? Diverse recreational and commuter needs should be met by a variety of trail options in an area.
- **Surfacing.** Is the planned surfacing appropriate to the intended use? Paving should be used for primary commuter trails. Secondary commuter trails, local connectors, and very easy recreational trails should be unsealed, with width dependent on anticipated traffic levels. Minor neighbourhood connectors and easy to difficult recreational trails should be singletrack.
- **Sustainable.** Is it designed to avoid erosion and braiding, and handle the anticipated volume of travel? Are the best practices in trail design being followed (e.g. International Mountain Bicycling Association trail building standards)? Does it follow Town of Canmore Engineering design guidelines/standards (where appropriate)? Does it incorporate environmentally sustainable materials where possible? Consider the long-term life of trail.
- **Ecological integrity.** Is the trail/pathway placed appropriately? Have seasonal closures been considered, if necessary? Does it avoid unnecessary trail density in a wildlife designated area? Is it designed to complement the natural surroundings? Trail development shall be consistent with the principles contained in the BCEAG Guidelines for Human Use within Wildlife Corridors and Habitat Patches in the Bow Valley (2012).
- **Amenities & signage.** Is necessary infrastructure provided? This may include signage (wayfinding, informational and interpretive), dog bag dispensers, garbage bins, benches, bike racks, and a trailhead.
- **Trailheads.** Is this a destination trail with a logical beginning or end point that requires a trailhead? Trailheads should provide adequate washrooms, parking and information kiosks. They should be designed as beautiful and functional places that provide orientation and a meeting spot for cyclists or pedestrians, and their design should be consistent throughout town.
- **Appropriate budget.** Has allowance been made for building the trail, providing any necessary infrastructure and closing any unofficial trails in area? Have the following costs been considered: trail maintenance, TTF maintenance, infrastructure maintenance, possible seasonal clearing/grooming for year-round use?

4.2.3 SIGNAGE & WAYFINDING STANDARDS

A trail signage theme that is consistent with the design intent of the Canmore Wayfinding Program will be developed in cooperation with Alberta Parks. This signage will be used consistently for trailhead signs, intersection maps, educational/informational signs and trail markers. The goal of the signage is to provide a friendly and easy experience for all users, and allow trail users to easily find their way around the trail network without requiring local knowledge. It will also inform and encourage appropriate human use in wildlife corridors and habitat patches.

To achieve these goals, **signage** will be:

- Consistent, using standardized design, with globally recognized icons and trail difficulty ratings
- Easy to read, with clear messaging
- Well-located, to ensure route legibility
- Sustainable, low-maintenance, durable, and easy to update
- Complementary to the mountain valley context and in scale with the pedestrian environment.

In addition:

- Maps will be right-read or “heads up” and promote local landmarks
- Wildlife information will be provided to explain safe travel in areas frequented by wildlife, and also to explain why areas are restricted for human use
- Alternative suggestions will be provided where trails are under seasonal closure
- Wildlife corridors and habitat patches will be shown on all maps
- There will be signage to clearly inform users when a trail they are travelling on has entered a wildlife corridor, and the implications of this information (what is the purpose of a wildlife corridor, why is it located there, what activities are and aren't allowed in a wildlife corridor)
- Signage will be consolidated where possible, to

reduce visual clutter

- Existing Trexafe signs and route markers will be removed as they become obsolete
- All signage shall be kept up to date. Damaged or ageing signs shall be replaced.

Trailhead kiosks should contain:

- an overview map of the trails accessed from that trailhead
- information about natural, cultural or historical features along the trails, educating and connecting the user to the trail
- trail etiquette information
- wildlife information and details of any permanent or seasonal closures
- explanation that dogs must be on a leash at all times (except designated off leash areas), especially for all travel through wildlife corridors and habitat patches, and why this is so important.

We should consider the placement of kiosk-style maps of the full Canmore trail and open space system at central locations such as Elevation Place and visitor information centres.

Directional trail signs currently use the Trexafe sign system, which provides partial coverage of the Town trail network. This system will be gradually replaced with new trail signs in accordance with the integrated Town-wide wayfinding and signage plan. The new trails signs will have larger text, be mounted lower on their poles, and will be designed to better blend in with the mountain landscape.

Intersection maps will be provided at major intersections, providing a clear and easy to read map of the trails in the vicinity of the intersection, right-read oriented with north clearly marked, and placed in a visible location. Wildlife corridors and seasonal closures shall be clearly marked.

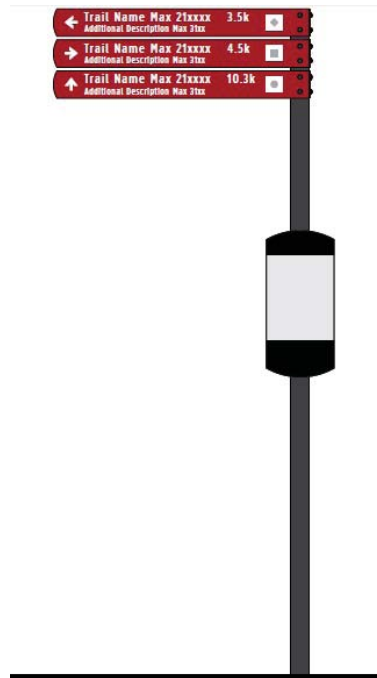
These maps should also be posted at decision points such as Roam bus stops.

Trail markers should be small and simple, providing the name of the trail, difficulty of the trail (according to IMBA ratings) and the branding of the trail own-

er (Town of Canmore or provincial). These will be placed on trails where the number of intersecting trails easily leads to confusion.

Informational signs regarding wildlife shall be designed based on Alberta Parks standards. They shall be placed at all locations where access is restricted or trails are closed due to passing through wildlife corridors, habitat patches, or environmentally sensitive areas. They shall clearly explain the reason for the closure (whether it be permanent or seasonal), and show closure boundaries, and ideally make recommendations for other nearby trails which are not closed. Wildlife corridor information signs shall be posted on official trails where they pass into wildlife corridors.

Interpretive signs may also be placed on trails and pathways in locations of natural, municipal or provincial historic significance.

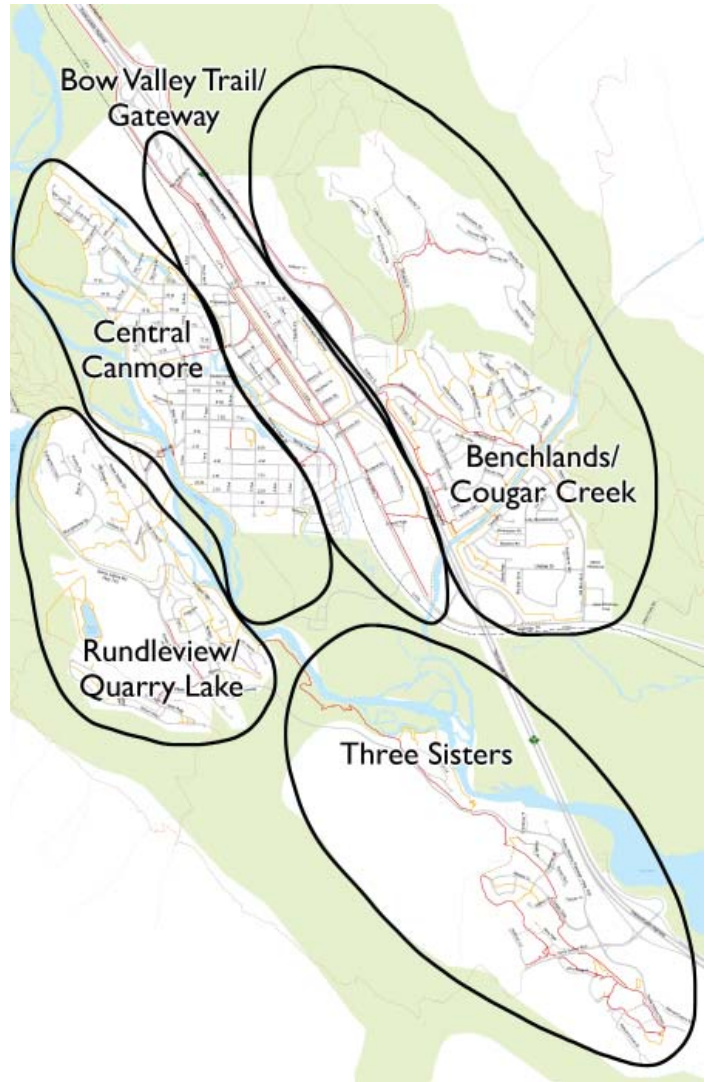


Example of directional trail sign with intersection map

4.3 TRAIL RECOMMENDATIONS

Trail recommendations are provided for five areas of town: Central Canmore, Bow Valley Trail/Gateway Area, Benchlands/Cougar Creek, Rundlevview/Quarry Lake, and Three Sisters. Regional and general recommendations are also presented.

Key map of trail recommendation areas



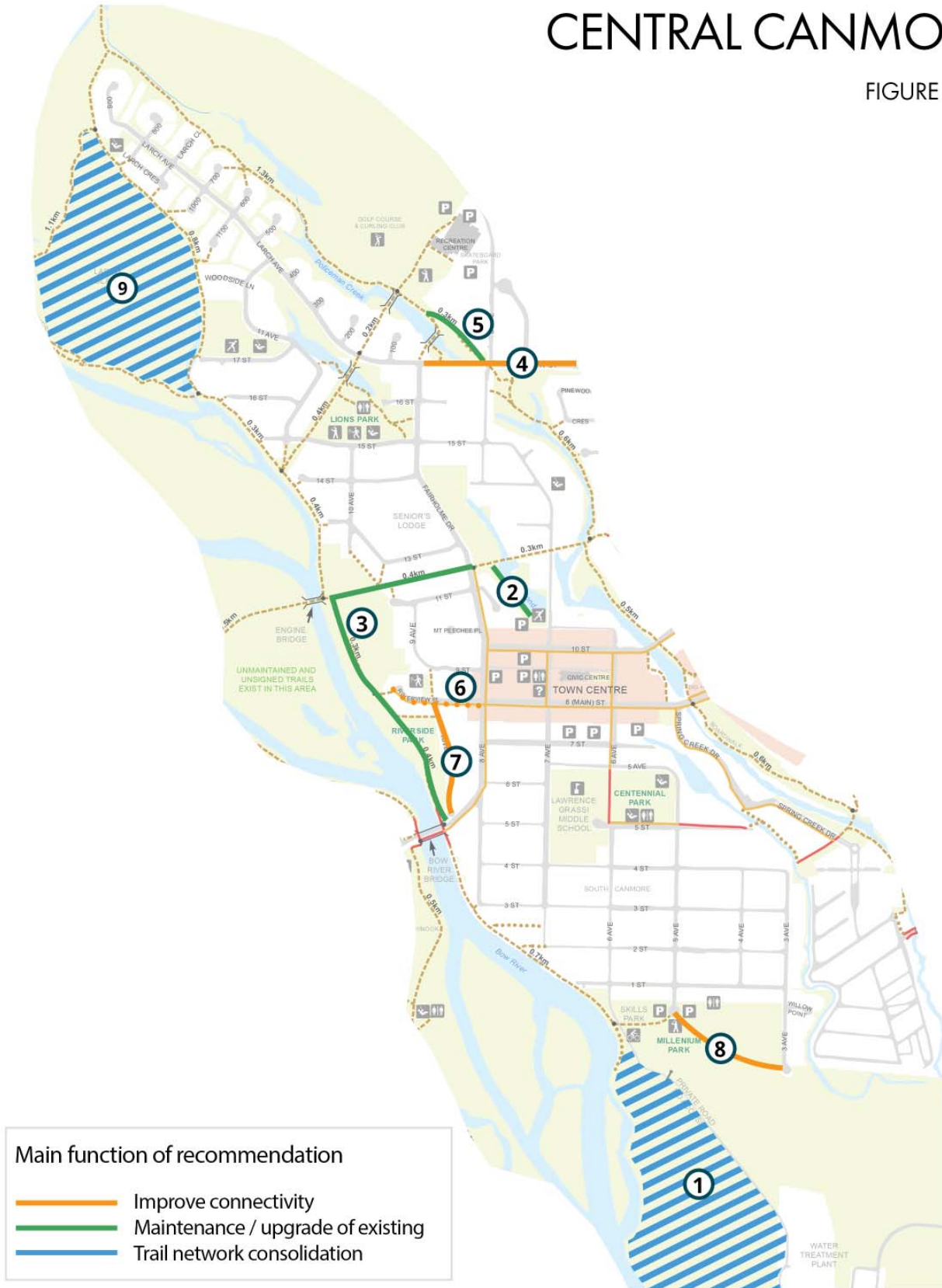
4.3.1 CENTRAL CANMORE

Central Canmore offers a well-developed network of trails and pathways that follow natural features such as watercourses, and traditional movement corridors such as the railway spur line. This area is used frequently for both commuting and recreational purposes by residents. It is also used by large numbers of visitors, making improved wayfinding a priority.

1. South Canmore. To maintain sufficient undisturbed habitat, a designated recreational trail should be placed along one boundary of the patch, and other undesignated trails should be closed (As per *Recommendations for trails and management of recreational use for the Town of Canmore: South Canmore and West Palliser*).
2. Upgrade existing undesignated dirt trail along west shore of downtown skating pond to gravel standard.
3. Pave Spurline to Engine Bridge and from there to Bow River Bridge.
4. Improved pedestrian/cyclist connection along 17th Street from 8th Avenue to Bow Valley Trail.
5. Upgrade section of town loop trail connector to gravel standard.
6. Work with Downtown BRZ and residents to identify methods for improving pedestrian access from Main Street to Bow River Trail.
7. Upgrade unofficial trail on retaining wall to gravel standard 1.5m trail.
8. Construct trail on southern edge of Millennium Park linking the Bow River Trail to the southern portion of the Spring Creek Mountain Village trail network, concurrent with further development.
9. Improve route legibility and on-site interpretational signage on Larch Island.

CENTRAL CANMORE

FIGURE 4.2.1



4.3.2 BOW VALLEY TRAIL/GATEWAY AREA

The paths within the Bow Valley Trail/Gateway area are primarily designed to provide access to other parts of town as well as allowing access to and from the many hotels, shops and services found within the area. Pathways largely follow linear transportation corridors such as the CPR tracks, Bow Valley Trail and the Trans Canada Highway. These transportation corridors are a barrier to the creation of a well-connected trail network, as safe crossing points are limited.

1. Upgrades to raise Bow Valley Trail pathways (as per BVT Area Redevelopment Plan).
2. Bow Valley Trail CPR Crossing corridor improvements to improve for four-season use, and create a more obvious and intuitive access.
3. Improve the user experience on railway pathways through improved trail quality, wayfinding signage, and placemaking.
4. Create an official trail suitable for cyclists from Elevation Place through to Policeman's Creek boardwalk.
5. Improved connection to the start of the Legacy Trail (preferably minimising driveway crossings)
6. Pedestrian/bicycle highway under/overpass and trail providing Palliser with a direct connection to central Canmore
7. Ensure that extension of the Bow Valley Trail pathway beyond Spring Creek Gate be made a requirement for development of private lands on the west side of Bow Valley Trail.
8. Work with Alberta Transportation to upgrade the Benchlands Trail Overpass to permit pedestrian/cyclist traffic on both east and west-bound lanes of the bridge. Extend the trail on the north-west side to connect with existing network.
9. Work with CPR to move existing railway siding to the north of urban Canmore. This will create the potential for additional pedestrian crossings particularly a) at 15th Street, and b) at 8th Avenue near the Canmore Recreation Centre and High School.
10. Additional CPR crossing to link new south SCMV trail with TCH underpass at Cougar Creek.
11. Upgrade section of trail behind Kananaskis Way to gravel standard.

BOW VALLEY TRAIL / GATEWAY

FIGURE 4.2.2



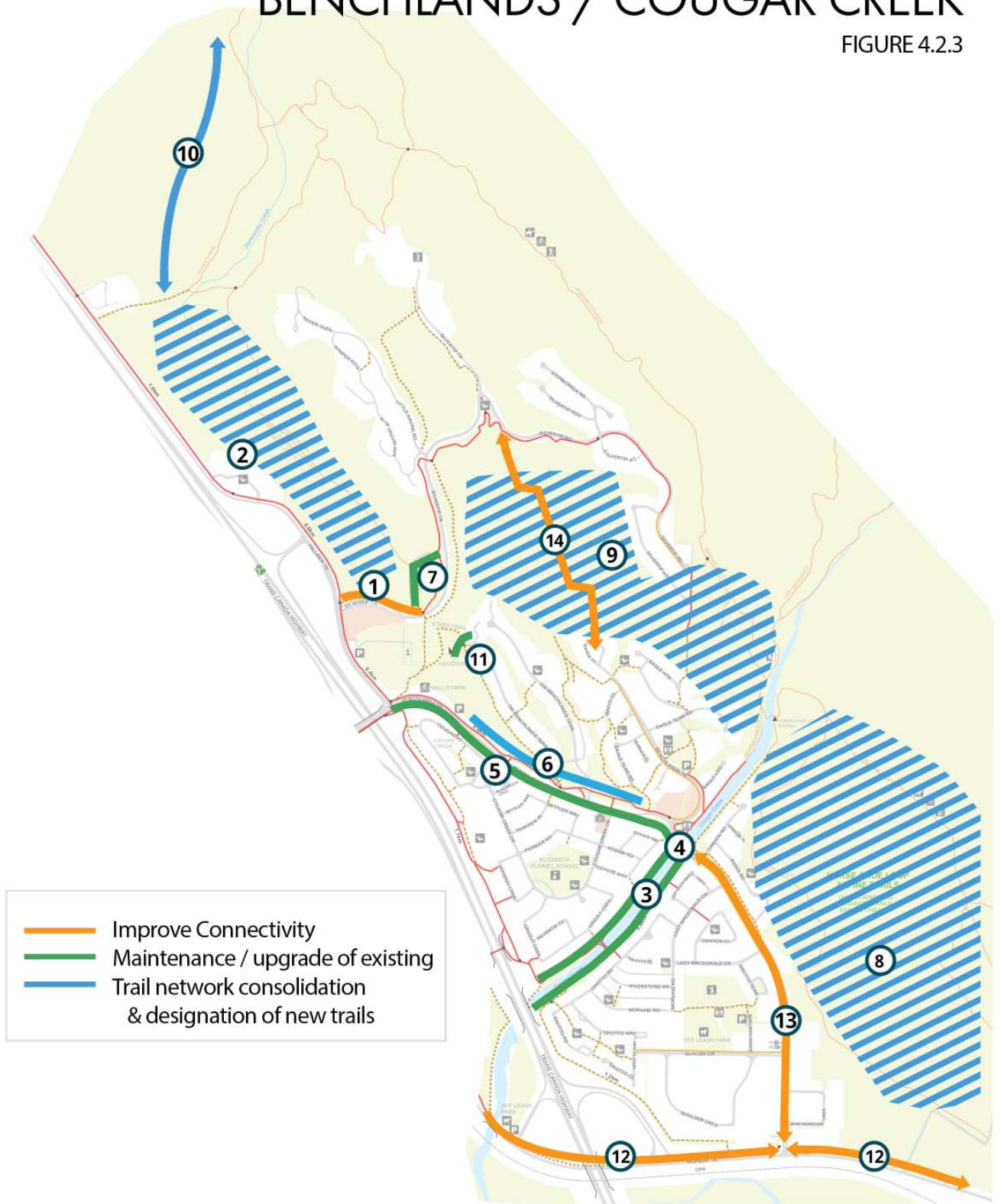
4.3.3 BENCHLANDS/COUGAR CREEK

The Benchlands/Cougar Creek area includes all of the lands on the east of the Trans Canada Highway. This area is characterized by hilly topography, and includes both habitat patches and wildlife corridors. Trail links within the community are generally well developed. The Trans Canada Highway acts as a significant barrier to connectivity, with only two pedestrian crossing points connecting this area to the rest of town.

1. Connect Silvertip multi-use pathway to Palliser multi-use pathway.
2. Work with partners to consolidate trails in Palliser area and create official trail link from Palliser to the Montane trail system (as per Recommendations for trails and management of recreational use for the Town of Canmore: South Canmore and West Palliser).
3. Redevelop pedestrian/bike access along the banks of Cougar Creek following completion of long-term mitigation.
4. Improve Cougar Creek pathway connections at Elk Run Blvd (consider pedestrian bridge to connect north side trails).
5. Upgrade southern side of Benchlands Trail to create cycling facilities.
6. Create mountain bike flow/BMX trail on northern side of Benchlands Trail, connecting to bike skills park.
7. Rehabilitate the eroded connector trails on the east end of Douglas Fir trail to Silvertip Trail and Palliser Trail. One connector should provide reasonable terrain for intermediate mountain bikers.
8. Work with Alberta Parks towards consolidation of Horseshoe area trails and designation of additional trails.
9. Work with Alberta Conservation Association and relevant land owners to consolidate trails in the Eagle Terrace and Silvertip areas.
10. Reposition Johnny's Trail on top of the escarpment west of Stone Works Creek.
11. Staircase trail near Hoodoos.
12. a) Extend existing Bow Valley Trail multi-use pathway past Cougar Creek to connect to Elk Run Blvd b) Extend multi-use pathway from Elk Run Blvd to Alpine Club of Canada.
13. Complete trail/sidewalk links from the IA Highway to Benchlands Trail along Elk Run Boulevard. Upgrade existing surfaces where appropriate.
14. Concurrent with further development in Silvertip, designate official trail connection between Eagle Terrace to Silvertip.

BENCHLANDS / COUGAR CREEK

FIGURE 4.2.3



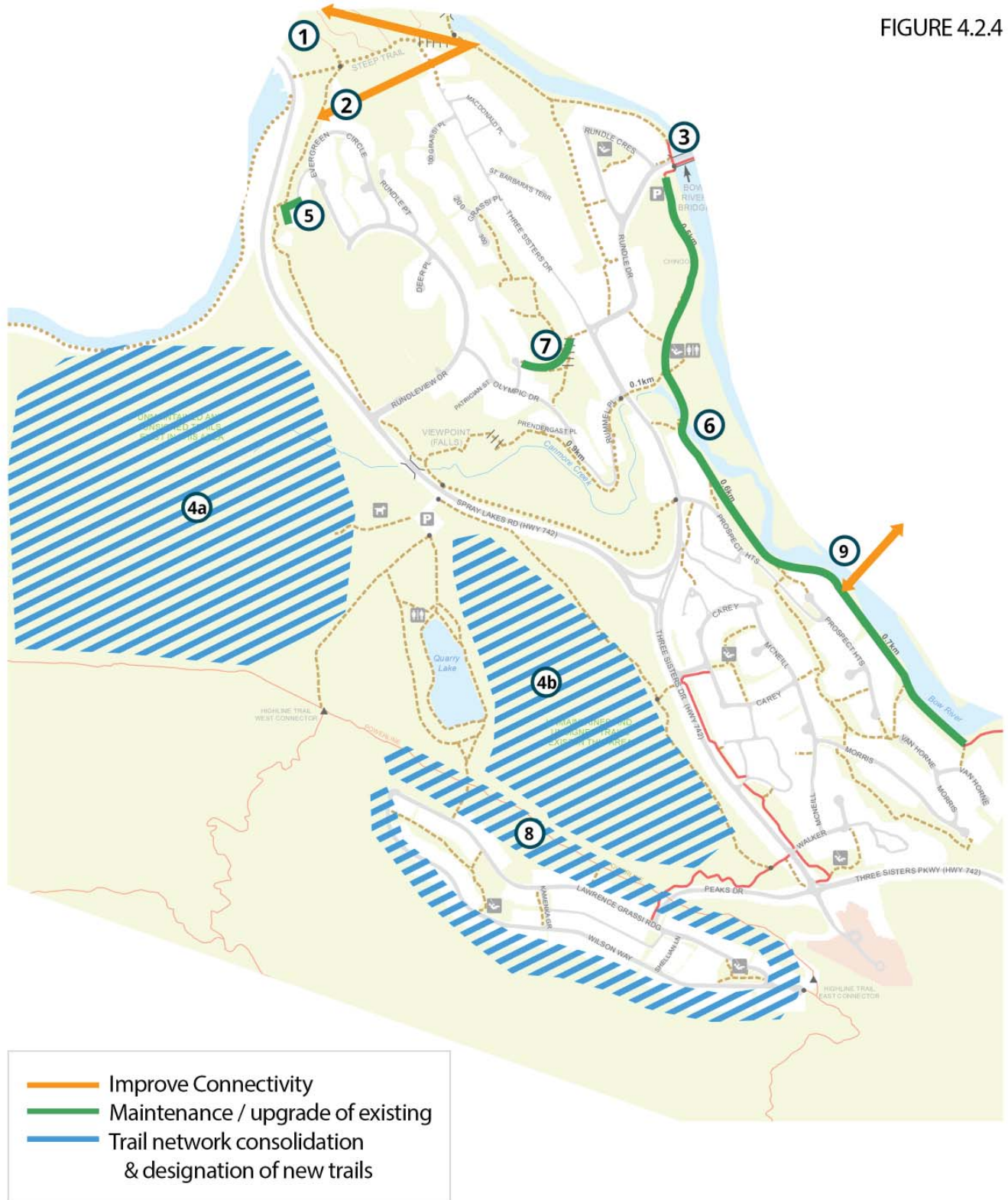
4.3.4 RUNDLEVIEW/QUARRY LAKE

Rundleview/Quarry Lake area is characterized by dense forest and hilly topography. Numerous gravel trails wind their way through the hills and past natural features such as Canmore Creek and the Bow River. Quarry Lake is popular both as a day-use park area, and as a trailhead. This area includes a habitat patch, and designated wildlife corridors.

1. Improve connection between the Spur Line pathway and the Canmore Nordic Centre, maintaining a downhill singletrack link for mountain bikes.
2. Improve connection between the Spur Line multi-use pathway and Quarry Lake
3. Improve pedestrian experience through west side of Bow River Bridge (improve path along fence on north side of bridge, align trail with pedestrian crossing, consider creating gravel path connection along Rundle Drive).
4. Create detailed trail network proposal to manage human use in the areas west and east of Quarry Lake.
5. Improve quality of trail connection near Evergreen Circle.
6. Extend paved surface of Bow River/Three Sisters Trail from near Van Horne out to the boat launch/pedestrian bridge.
7. Improve Rundleview to Rundle Drive connection (add retaining wall on trail entrance at Olympic Drive).
8. Consider human use management plan for unofficial trails in the Peaks of Grassi area.
9. Work with BCEAG & ESRD to consider bridge connecting South Canmore to Mineside/Three Sisters. The additional bridge should be constructed with greater freeboard than the Bow River Bridge and have adequate load bearing capacity for emergency vehicles in the event that the Bow River Bridge is impacted by a flood.

RUNDLEVIEW/QUARRY

FIGURE 4.2.4



4.3.5 THREE SISTERS

The Three Sisters area contains the majority of private lands yet to be developed within the Town boundaries. The existing Three Sisters development lies at the far extent of Canmore's official trail network. It is connected to the commuter network by the paved Bow River pathway, and to the recreational network by the Highline singletrack trail. Most of the future trail development in town will occur in this area, and will be outlined in any proposed Area Structure Plans.

The future recreational trails to the east of current development should allow a loop on singletrack, for example via an extension of the Highline which would connect to singletrack lower in the valley. The recreational trails should also connect to the Trans Canada Trail at Dead Mans Flats. A direct paved trail should provide fast and efficient commuting access to downtown Canmore.

1. Facilitate repair of the Dyrgas Gate pathway sinkhole.
2. Facilitate the repair of the large crack in the Bow River pathway near Cairns Landing.
3. Re-route Three Sisters Highline connection to continue parallel to Three Sisters Creek (as per commitment with Alberta Parks, to minimize travel in wildlife corridor) and decommission/rehabilitate existing connection.
4. Improve access from the Crossbow complex to the Three Sisters pathway.
5. Make official the trail that connects the south and north paved pathways in Three Sisters (parallel to Three Sisters Creek).
6. Construct an extension of the Rocky Mountain Legacy Trail/Trans-Canada Trail from the TCH pedestrian underpass at Cougar Creek to the Three Sisters Interchange (paralleling the TCH).
7. Raise and resurface gravel trail below Cairns Landing.

Work with Three Sisters Mountain Village on plan for trail system throughout remainder of development, including at a minimum (with design according to BCEAG guidelines):

8. Ensure well connected commuter trail network in future Three Sisters development.
9. Create an official singletrack trail from Peaks of Grassi area through to Three Sisters.
10. Create an official singletrack trail to connect through and by the existing Three Sisters development.
11. Create an official singletrack trail to connect the existing Three Sisters development with the existing Trans Canada Trail at Dead Man's Flats.
12. Trail connections to an extension of the Highline trail beyond the Stewart Creek underpass.

4.3.6 ADDITIONAL RECOMMENDATIONS

GOOD QUALITY & GOOD EXPERIENCE

- Create benchmarking standards to assess the quality of our path and trail network and measure success in network development
- Allocate budget to support volunteer trailwork
- Allocate budget for additional trail crew in Parks department (to assist with trail construction, repair, maintenance, and decommissioning)
- Encourage the development of pleasing place-making along trails and pathways
- Improve communication of current trail status information to trail users
- Improve linkages through the Town pathway and trail systems connecting to those beyond the Town limits (in both a physical sense, and in terms of mapping, signage, publications and knowledge)
- Encourage development of a greater variety of mountain bike trails (more advanced and technical trails in appropriate areas, a flow trail, and trails with Technical Terrain Features) without detracting from the character of existing trails
- Consider development of some single-use trails in areas of user conflict
- Opportunities to create groomed cross-country ski trails within town should be considered
- Adopt Whistler Trail Standards for Technical Terrain Features

ENCOURAGE ACTIVE TRANSPORTATION

- Allocate budget to allow for winter maintenance of essential trail connections (e.g. stairs by the hydro plant) and additional snow-clearing requirements as kilometres of paved multi-use pathways increase
- Install pedestrian lighting on main commuter pathways in downtown area
- Facilitate the development of stronger downtown cycling network connections

HUMAN USE MANAGEMENT

- Ensure all maps of Canmore which show recre-

ational trails also show wildlife corridors and habitat patches. Where possible, also include an explanation of expected behaviour

- Work with Provincial ecologists to review seasonal closure times for all trails (examine whether shorter closure times are feasible on some trails, and whether nocturnal closures for a portion of the year may be appropriate)
- Work with partners to ensure human use signage is installed to clearly mark boundaries of wildlife corridors and habitat patches where trails pass through them, and provide appropriate information regarding wildlife corridors and habitat patches

WAYFINDING SIGNAGE

- Complete trail map signage project for areas with existing signage
- Expand trail map signage project to all major trail decision making nodes with no existing signage
- Install trail and pathway signage which is consistent with the design intent of the comprehensive Canmore Wayfinding Program
- Consider addition of interpretive signage for significant sites (mine remnants, Engine Bridge/Spur Line Trail, RCMP barracks, Canmore cemetery, Hoodoos)
- Update mapping and information in trailhead kiosks to create consistency with the Canmore Wayfinding Program

PROVIDE SUITABLE AMENITIES

- Examine locations where additional dog bag dispensers, bins and benches would be desirable (these should be near intersections with roads, to enable fast and easy maintenance)

Current trailheads:

- Quarry Lake. Has four trailhead kiosks – at least one of these may be relocated. The parking area was enlarged in 2014. It may be possible to encourage walking from downtown following development of a well-signed pedestrian link from the Bow River/Spur Line trails.
- Cougar Creek. Has insufficient parking, and does not have full washroom facilities. A permanent kiosk will need to be installed once long-term flood miti-

gation work is complete.

- Bow River boat launch. Has a provincial trailhead kiosk, small parking area, temporary washroom facilities.
- Grassi Lakes. Although outside Town of Canmore boundaries, the Grassi Lakes trail is the most highly recommended family friendly hike in town. This trailhead isn't able to serve the existing demand for such a trail.

Proposed trailheads:

- Three Sisters trailhead. Following further development in the Three Sisters area, it is anticipated that recreational trail users will require an official trailhead for accessing the Highline trail, and to access the recreational trails between the current Three Sisters development and Dead Mans Flats. This trailhead should have be appropriately connected to these 'destination' recreational trails, and have adequate parking, washroom facilities, and trailhead kiosk
- Three Sisters Disc Golf Course & playground mini trailhead. Provide washroom facilities, trailhead kiosk
- Examine possibilities for the creation of an additional trailhead in the Cougar Creek area
- Placement of trailhead maps at central locations such as Elevation Place, Tourism Canmore and the Civic Centre
- Additional trailheads should be considered with trail network development and changed use patterns in the future

REGIONAL & PROVINCIAL TRAILS

Work with provincial partners and citizen volunteers to:

- Address erosion/trail degradation on Reclaimer, Riders of Rohan, Horseshoe area trails, and Montane trails
- Address erosion/trail degradation on Grassi Lakes trails
- Consolidate Horseshoe area trails (including designation of additional official trails)

- Consider options for additional hiking trails above the Highline Trail where feasible (e.g. official trail to Grassi Knob)
- Construct a multi-use (hiking/mountain biking) link from the Canmore Nordic Centre to the High Rockies Trail
- Work in collaboration with the MD of Bighorn to provide regional connectivity between Exshaw and Canmore in the form of a paved multi-use trail
- Work in collaboration with the MD of Bighorn to extend the Rocky Mountain Legacy Trail as a paved multi-use pathway from the Three Sisters interchange to Dead Man's Flats
- Encourage development of more family friendly destination hiking trails
- Complete the Trans Canada Trail linkage through Canmore
- Create an updated recreational trail network strategy for Canmore (e.g. through an update of the Recreational Opportunities Working Group report)



5. OPEN SPACE IN THE FUTURE

5.1 GOALS

The open space system is an extremely valued resource to the residents of Canmore. The goal of our open space planning is to provide space for the community to gather, to play, and to connect with nature. There should be a balanced mix of structured recreational opportunities as well as access to natural open space within neighbourhoods. Open space enhances environmental quality, and can preserve significant natural areas and open space resources within the community. Spaces should be well connected, accessible, and supported by appropriate amenities.

5.2 CLASSIFICATION & PRINCIPLES

5.2.1 OPEN SPACE CLASSIFICATION

A good open space system incorporates a variety of types of open space, suitable for different users and needs.

Below we have created an open space classification typology which combines management intent, intended user, and expected intensity of use to create open space definitions which we can use to further our

open space goals more effectively.

PARKS

When considering park placement and amenities, the demographics and density of a neighbourhood should be taken into account. All parks should be connected to the Canmore trail network and provide safe pedestrian and bicycle access.

Regional parks provide recreation opportunities for several neighbourhoods. They allow for a variety of different activities in one location, and the hosting of community events, structured sport activities, as well as unstructured play, relaxing, and socializing. They may be primarily for structured recreation, or be largely natural areas. Features should include washrooms, tables/benches, waste bins, dog bags, and may include recreational facilities, playgrounds, and off-street parking. Regional parks which are used for hosting events should have access to power and potable water.

Neighbourhood parks serve the immediate neighbourhood, ideally within a 5 minute walk (400-500m). They provide a small, safe, attractive space for those living in close proximity. Common features include a playground, a turf rink, benches/tables, waste bins, and

dog bags. They may have extra facilities where convenient. It must be considered that tot lot playgrounds may limit the range of users and only meet neighbourhood needs in a limited way.

OFF-LEASH DOG PARKS

Provision of off-leash areas is important for avoiding the wildlife conflict and stress which can result from dogs being exercised off-leash in inappropriate areas.

We recommend the adoption of the following off-leash dog park guidelines:

- Should not be a mixed recreational use area
- Accessible for maintenance
- Varied opportunities – allow dogs and their humans to be active together
- Minimum distance from a residential or commercial property of 20m
- Sizes for classifications of off-leash dog parks are as follows:

Dog Runs: up to 0.4 ha in size

Neighbourhood Parks: 0.4 to 1.0 ha in size

Destination Parks: over 1.0 ha in size

- Encourage establishment of volunteer group to help manage the site (including organizing and conduct site clean-ups at least 4 times per year)
- Signs be posted outlining behavior expectations
- Clear boundaries – Physical boundaries are recommended. If fencing, should be at least 1.2m high
- Double gated enclosure to allow leashing and un-leashing of dogs

OTHER OPEN SPACE

Natural areas maintain the aesthetics of community by retaining natural features, mature and diverse landscapes. They protect environment quality by erosion control, watershed and groundwater protection, and noise abatement. They contribute to physical, emotional, and spiritual well-being of residents and visitors by providing areas of respite from the built environment. No other man-made components are necessary, although amenities such as washrooms, trail signs, interpretive signs, benches, trash bins, dog bags are possible.

Buffer zones provide visual screening and noise attenuation between conflicting land uses. Where possible, buffer zones should be created using

pre-existing vegetation.

Urban Plazas provide a social focal point, contributing to the character and vitality of the urban area. They may be used for events such as markets.

Cemetery lands are largely for cemetery purposes, but may also be suitable for passive recreation. Correspondingly, areas of passive recreation may also be used for memorial purposes.

5.2.2 OPEN SPACE PRINCIPLES

ACQUISITION OF OPEN SPACE

Acquiring land for the open space system can occur through dedication of Municipal Reserve (MR), Environmental Reserve, a conservation easement, voluntary conservation, land purchase, or other means.

The Town typically requires developers to set aside ten percent of a parcel of land that they want to develop as MR. The configuration of this land is determined through the Area Structure Plan or subdivision process; it is typically used for public parkland, recreational, school uses and cemeteries. It may be used for trails where the trail is part of a larger trail network and no other method of securing the land is acceptable to the town.

Any Area Structure Plan or Area Redevelopment Plan should include consideration of trail network connections within the plan area and connections to the regional trail network.

To better accommodate a variety of uses, municipal reserve shall be provided in large parcels rather than numerous small parcels wherever possible. Small lot remnants that do not fulfil a purpose will not be accepted as MR. The Town should not accept the following as part of the 10 percent municipal reserve dedication: remnant parcels which do not meet the goals of the open space system or trail network; steeply sloped land; land that is legally encumbered; or undermined lands (unless fully mitigated to the satisfaction of the Town).

In some situations there may be “leftover” land that does not meet requirements for Municipal Reserve

purposes, or land that provides some community benefit despite not achieving goals for useable open space. In these cases the land may be non-credited Municipal Reserve or receive partial credit for required MR. This will be negotiated between the applicant and the Town and be approved by the Sub-division Approving Authority.

Where possible and appropriate, municipal reserve lands shall be sufficiently level to permit active recreational use of the land. Flat land is desirable for sporting fields – there is a shortage of flat land for non-gravity-driven recreation in Canmore.

Where useful MR is not provided, then the Town may require deferral of the reserve land requirement by caveat, or cash in lieu of land should be provided. Cash-in-lieu shall be used for projects which support recreation in Canmore - for example, the acquisition of land for public parks, or the provision of park or recreation facilities.

The Town may accept additional land in excess of the required 10 percent as a voluntary dedication.

Stormwater management facilities may be incorporated into MR land if the environmental, recreational and aesthetic integrity of the land can be maintained.

In order to protect the natural landscape, the Town shall incorporate lands along watercourses and major escarpments into the open space system wherever possible. Public access will be provided to these major landscape features where environmental protection concerns can be adequately assessed.

PLACEMAKING

Regional parks require a strong sense of place and identity. The park name should be obvious on site. Installation of appropriate public artwork should be encouraged.

PLAYGROUNDS

Playgrounds are valuable as they offer a wide range of opportunities for developing physical literacy in an unstructured environment. Playgrounds should be designed to facilitate free play, and to encourage the development of the basic movement skills required for physical literacy.

Playground design should consider making use of topographical features (e.g. build slide onto an existing slope), and incorporate natural playground design elements.

CLUSTERING

Clustered recreation and facilities are highly desirable for several reasons. Clustering allows ease of use for families (members of a family can enjoy different activities in the same area), efficiency of maintenance (less time spent travelling between sites), and provision of higher quality amenities (for example, one flushing rather than multiple pit toilets). It is also desirable to cluster like facilities, such as tennis courts, to create the critical mass necessary to accommodate lesson programming, hosting of tournaments, and minimizing operating costs.



Figure 5.1 Park wayfinding proposed by Canmore Wayfinding Program

OFF-LEASH DOG PARKS

As of January 2015 there are approximately 1500 licensed dogs in Canmore. With 7.9ha of off-leash dog area in town, we have approximately 190 dogs per hectare of off-leash space. In comparison Calgary (a North American leader in the provision of off-leash space for dogs) provides 150 dog parks, leading to 23 dogs per hectare of off-leash space.

Dog parks are used more consistently year-round than any other piece of open space. While we ensure new developments have playgrounds within easy walking reach, we currently have no sure requirements for dog parks.



Figure 5.2 Canmore off-leash dog areas with 400m buffer

As you can see from Figure 5.2, a walkable buffer of 400m around the existing off-leash dog areas covers very few residences. Currently, the majority of residents have to drive to reach an off-leash dog park. Off-leash dogs being walked in inappropriate areas can lead to conflict and stress for wildlife. Additionally, a desire has been expressed by the community for more off-leash parks, or possibly even off-leash trails.

It is desirable for more off-leash areas to be available within walking range, hence we recommend considering the introduction of more off-leash areas, as need is identified and suitable locations found. These need not all be large areas, some may be ‘micro’ dog parks.

IMPROVING SERVICES

Planning for large open spaces and sports amenities should be conducted along with an assessment of current and future community needs and satisfaction with the status quo. Future development of outdoor recreation facilities should be guided by the Recreation Master Plan, which undertakes benchmarking, considers trends, and makes recommendations regarding individual sports.

5.3 OPEN SPACE RECOMMENDATIONS

In general, it is desirable to work towards upgrading existing spaces and amenities to meet the standards outlined above. Our engagement process suggested that the biggest community concerns regarding open spaces were the need for more washrooms, desire for more off-leash dog areas, provision of covered shelters in parks, provision of more unstructured and natural open spaces, more picnic tables, and better park signage.

Suggestions in this document only relate to non-structured forms of recreation. Recreational development recommendations related to specific sports may be found in the Recreation Master Plan.

POSSIBLE SITES FOR ENHANCEMENT

Possible sites for future open space enhancement include – but are not limited to – the following:

- Millennium Park east
- Moustache lands near Palliser
- Old Canmore Daycare site (by 11th Street and 17th Avenue)
- Block 11, by boat launch lands
- Spring Creek Mountain Village*
- Silvertip*
- Three Sisters Mountain Village*
- Canmore Hospital grounds*
- Centennial Park / Lawrence Grassi School*

* Private land that will require cooperation with landowner

There are other sites which could be enhanced to increase suitability for hosting community events.

These include:

- Riverside Park
- Elizabeth Rummel School site
- Eagle Terrace Park
- Elk Run area
- Spring Creek Mountain Village area
- Riverside Park
- Arts Centre parking lot
- Three Sisters playing field
- Portal public art area by Cougar Creek Underpass

GENERAL

- Three Sisters disc golf course redesign/upgrades
- Benchlands Trail bike park upgrades and expansion - upgrade of existing Benchlands Trail park to a modern facility which allows easier maintenance.

Consider on-site expansion or relocation to a more suitable location

- Installation of upgraded ice rink at Old Daycare site (11th St & 17th Ave) concurrent with development of that site
- Create benchmarking standards to assess the quality of our open space network and measure success in network development

In general the following should be taken into consideration when open space development is proposed:

- Boarded rinks. In-demand amenity.
- Turf rinks. Small skating surfaces primarily for smaller children; a popular neighbourhood amenity.
- Nature playgrounds. Should be considered when the installation or life-cycling of a playground is proposed.
- Spray parks. These are popular, and have the benefit of being barrier free. There are many throughout the cities of Calgary and Edmonton. We suggest considering placing a spray park in a central location (e.g. Elevation Place, Rotary Park, Lions Park). The changing climate suggests that this area will continue to have warmer summers in the future, so this kind of use will be increasingly in demand!
- BMX track. Ideal for building fundamental skills in all cyclists
- Disc golf courses. Another increasingly popular use of open space. It is recommended that any disc golf courses are developed with appropriate infrastructure (washrooms, parking etc.) and in a location where conflict with neighbours can be minimised.
- Musical parks. Would be an innovative way to create a fusion of the outdoors and arts culture.
- Toboggan Hill. The development of a toboggan hill has been identified as desirable during public engagement.
- Large scale game boards (chess/checkers). Possible installation in outdoor plazas
- Enhanced picnic sites

OFF LEASH AREAS

- Cougar Creek/1A off leash area improvements

(gate, fencing)

- Examine possibility of additional off-leash area more accessible to residents in the downtown Canmore–Palliser areas
- Consider establishing at least one off leash dog area in the Three Sisters area
- As per recommendations of Human Use Management Review, reconsider the boundaries of the Quarry Lake off leash park to accommodate partial access to the ‘dog pond’ if ecologically appropriate.
- Encourage volunteer groups acting as stewards for the off-leash dog areas (including conducting site clean-ups)

WASHROOM UPGRADES

- Install two stall washrooms at Three Sisters disc golf course & playground parking lot
- Install four stall washrooms with basic change areas at Three Sisters playing field
- Install two stall washrooms at Elizabeth Rummel sports field and playground
- Install two stall washrooms at Old Daycare site (11th Street & 17th Avenue)
- Install two stall washrooms at Riverside Park
- Install two stall washrooms at cemetery/bike park/bus stop area
- Install two stall washrooms at Veteran’s Park
- Install two stall washroom at south beach of Quarry Lake
- Upgrade West Canmore Park washroom to two stalls
- Consider upgrading to full season washroom accessibility at Centennial Park
- Consider installing a changing facility at Quarry Lake

FACILITY & AMENITY UPGRADES

- Mountain Shadows/West Canmore playground upgrade
- Addition of weather protection to playgrounds and parks which have no natural shelter

- Consider installation of 5–12 year playground at the Elk Run ball diamonds
- Add wayfinding signs and placemaking to regional parks
- Downtown Pond enhancements
- Remove asphalt path in Millenium Park, reclaim space to expand playing field
- Consider pop-up improvements to green space/ vacant lot at 806 Main Street
- Consider placement of bike racks in some parks and playgrounds
- Consider addition of playground in the Rundlevue area



6. IMPLEMENTATION

Implementation recommendations vary from projects that already have capital budget assigned, to definite action items, to suggestions which are distant dreams for the future – but those which we feel are worth starting to think about now.

Although the majority of recommendations deal with items and lands which are under Town jurisdiction, we also make recommendations relating to land under private or provincial ownership. We do this because we feel that a well-designed trail and open space system must holistically consider the environment it is part of; and because we feel it is necessary to acknowledge and embrace the importance of those trails and spaces to the residents of Canmore.

IMPLEMENTATION SCHEDULE AND PRIORITY

All recommendations can be seen in Appendix C. Each recommendation is graded according to priority and cost (the likely financial/time cost to the Town). This grading is done using an approximate rating of low, medium, or high. It is noted if recommendations already have a planned capital project.

There is no firm implementation schedule for those recommendations with no current capital project. The timing of recommendations being undertaken as

projects will depend on numerous factors, such as: synergies with other projects; budget priorities; the capacity, willingness, and interest of external partners; and the sourcing of external funding.

FUTURE UPDATES

While short-term recommendations have been identified, the Open Space and Trails Plan is a living document that requires updating.

We recommend annual progress reports, with updates on what recommendations have been accomplished and which may be appropriate to undertake further action on.

Within five to ten years the document should undergo a thorough update.

APPENDIX A. ENGAGEMENT - WHAT WE HEARD

PHASE 1. THE BEGINNINGS OF THE OSTP

Timeline

October 24, 2010 – Trails and Open Space Open House held at Civic Centre. The following vision statement and goals were presented, and an Open Space & Trails survey was launched.

VISION

Canmore is a vibrant community whose residents value the benefits of open space and trails and for whom participation in recreational activity is integral to their health, happiness and sense of place.

GOALS

1. Provide a variety of multi-use open spaces
2. Meet the identified recreational needs of residents and visitors
3. Provide a functional transportation network for pedestrians and cyclists
4. Protect and enhance the natural environment and historic features found within the community
5. Provide for the visual enhancement of the community

October 27, 2010 – Online survey was launched. It asked about existing trails and open spaces that could be improved, missing connections in the trail network, future trails and spaces that would be desirable, and seeking feedback on the vision and goals identified for the Open Space and Trails Plan. Satisfaction with the current space and trails system was gauged, and figures on how often people used the parks and trails were collected. There were 40 online responses to the survey, and another 12 paper responses.

Common themes

Open Space

- More washrooms in parks
- Upgrades to Quarry Lake (e.g. add covered shelters)
- Quarry Lake dog park (enlarge, don't enlarge, close area behind it to dogs)
- More outdoor ice rinks
- More disc golf courses

Trails

- Improved wayfinding/trail signage and trail maps
- Improve stairs by power plant
- Better trail connectivity in town for active transportation (e.g. from town to Quarry Lake, from downtown to the Legacy trail, from Spring Creek to South Canmore, a bridge from South Canmore across the Bow River, from Palliser area to Teepee Town, from Cougar Creek to Lawrence Grassi Middle School, along IA all the way to Indian Flats/Alpine Club of Canada, from Three Sisters to Quarry Lake, better connections through Silvertip)
- More trails for recreation, particularly MTB trails (eg. More classic singletrack like the Highline, more trails with basic stunts suitable for learning skills)
- Improved linkages to regional trails
- Better winter maintenance of trails (eg. Steps by power plant, Bow River trail to Three Sisters)
- DO pave the Bow River trail and DON'T pave the Bow River trail
- Reduce trail braiding
- Reduce user conflict

- Wildlife concerns (don't restrict corridor function by adding trails, provide more educational signage)
- Fiscal responsibility

These concerns, ideas and suggestions were incorporated while drafting the Open Space and Trails Plan.

People were largely in favour of the vision statement, and it was maintained in the final draft.

The goals were modified based on feedback, and were transformed into the guiding principles which can now be seen in the plan.

PHASE 2. COLLECTING MORE FEEDBACK (HUMR & ITP)

HUMAN USE MANAGEMENT REVIEW (HUMR)

Canmore is a critical component of the Rocky Mountain ecosystem, and there are numerous wildlife corridors and habitat patches identified within the community where the natural environment has priority over human uses. Balancing the maintenance and support of regional connectivity for wildlife movement with the creation of a well-connected recreational and commuter trail network is one of the major challenges for the OSTP, and any trail development in the Canmore area.

The Human Use Management Review Stakeholder Group was established in spring 2014 at the direction of Council, to receive input and advice on addressing the community-wide issue of human use in wildlife corridors and habitat patches. It consists of 25 representatives from Town of Canmore, Alberta Parks, AESRD, Biosphere Institute, Parks Canada, Yellowstone to Yukon, Wildsmart, BOWDA, Canmore Business and Tourism, as well as major land owners and members of the local environmental community.

Over the course of four workshops, the stakeholder group reviewed work done over the past 15 years, and developed a package of recommendations. Feedback on these recommendations was then sought from the public between November 2014 and January 2015. This took the form of meetings with key community members and user groups, two open houses, and a detailed online survey which had a total of 525 respondents.

It was obvious from this engagement that there was a high level of passion about these topics, and many conflicting opinions. Below we outline the results of this engagement as relevant to the OSTP.

Trails

The public were asked to provide their priorities and concerns regarding the following principle and recommendations regarding trails (developed by the stakeholder group):

GUIDING PRINCIPLE

Trails in the Bow Valley are properly located, maintained, provide high quality recreational opportunities and offer a great user experience

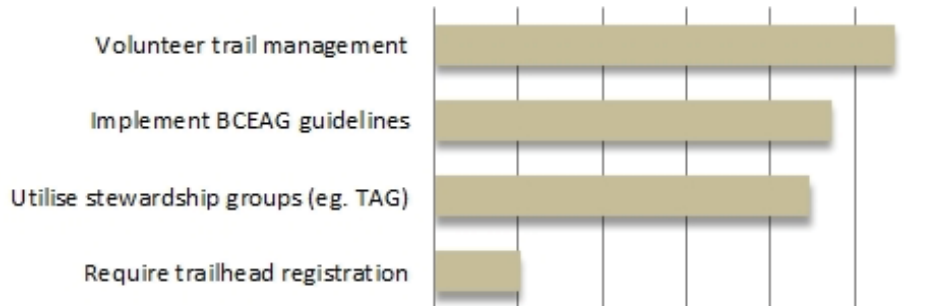
RECOMMENDATIONS

1. Utilise groups like the Trails Advisory Group to identify trail work and develop a plan for completion
2. Continue to implement the Bow Corridor Ecosystem Advisory Group Guidelines regarding trail location, design and decommissioning.
3. Encourage and establish volunteer trail management and stewardship initiatives for trail restoration and maintenance.
4. Require registration on key trails (e.g. The Highline Trail)

The first three recommendations all had strong support. It was also suggested to consider other tools for

trail management, such as separation of users, one way trails, and seasonal closures. There was a strong appetite by the public to participate and encourage volunteer involvement, although some concern about the need for a volunteer program to be well managed. There was a lot of concern about the feasibility of trail registration.

What is your #1 priority in the 'Trails' category?



Other key themes regarding trails which emerged from the public engagement were:

- Fear of losing trails, particularly to development
- Need to provide more challenging trails to reduce desire to build unofficial trails in wildlife corridors
- Reduce pressure on Grassi Lakes by providing more family friendly trails
- Trails badly in need of maintenance – we need to take better care of our trails
- Should build more trails/need organized development of the trail network
- Desire to decommission some trails.
- The need to provide and promote alternatives (to unofficial trails, and to trails under seasonal closure)
- Concern about user group conflict, and safety (one-way trails and separation of users could be a good idea on some trails)
- Ongoing trail program requires sustainable funding

“Volunteer help that is well organized. I think there are all sorts of folks that would love to help if they knew when and where.”

“Volunteer trail management gives those involved a sense of pride that is hard to replicate. Encouraging users to volunteer can be difficult, but they should be the ones to help maintain the trails.”

“Utilizing Stewardship groups. I think the biking community needs to be drawn in more. There are many hikers in the current groups such as Bow Valley Stewards and Friends of Kananaskis”

“I think lots of people are willing to maintain the trails that we all love – but we don’t really know how to get involved. (Or the trailwork dates don’t really work out – so also more flexible scheduling).”

Signage

The public were asked to provide their priorities and concerns regarding the following principle and recommendations regarding signage:

GUIDING PRINCIPLE

Provide adequate signage on the landscape to provide way finding and explain closed areas; clear signage enables navigation on designated routes and communicates closed areas (where and why).

RECOMMENDATIONS

1. Develop and install more trail signs and maps in key locations (e.g. Wildlife corridor boundaries)

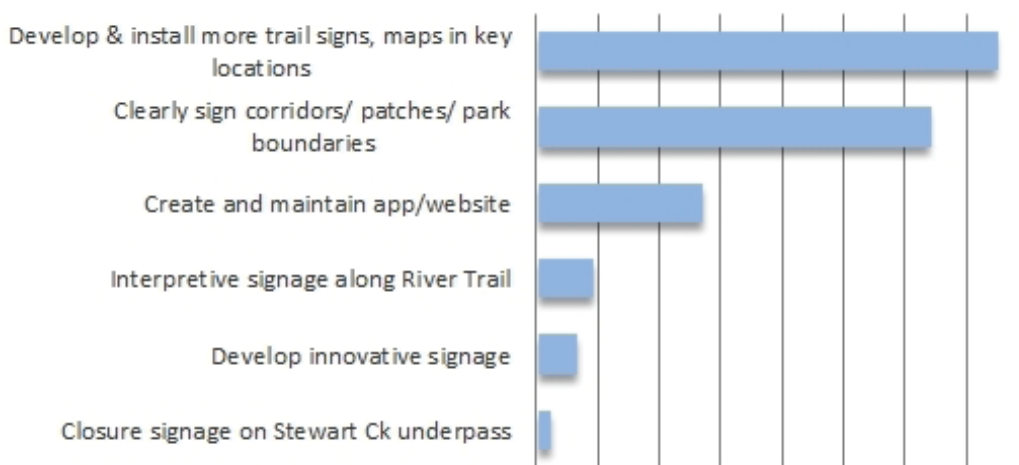
2. Create and maintain an app or website for trail condition, hazard and closure reporting for the Canmore area.
3. Clearly sign or identify corridors, habitat patches and park boundaries
4. Install closure signage on both sides of the Stewart Creek wildlife underpass
5. Develop innovative signage such as large cut outs of carnivores to remind people these species use these areas.
6. Develop interpretive signage along the River Trail (the central section in town) with information about human use and wildlife.

There was clear support for more signage in appropriate locations, although also concerns about ‘signage pollution’, and excess cost. There was interest in an app, but only if there was a commitment to regular updates. Consistency with signage throughout the valley was considered important – we need to work with Parks to create a signage design that can be used throughout Canmore. Consistency in messaging was also seen as important (e.g. maps, apps, website, signs, etc.). People commended the trail signs in Golden and Fernie – they’re easy to read, and you can tell where you are.

“Better signage is needed, as it’s not just locals who recreate around Canmore”

“We don’t need more signs. There are already too many!”

What is your #1 priority in 'Signage'?



Dogs

The public were then asked to provide their priorities and concerns regarding the following principle and recommendations regarding dogs (here we have limited the listed recommendations to those relevant to open space considerations):

GUIDING PRINCIPLE

Dog owners are informed about how to live responsibly with wildlife and inappropriate behavior is discouraged.

RECOMMENDATIONS

1. Investigate the need and feasibility of more opportunities for dog owners, e.g. more dog parks.
2. Reconsider the boundaries of Quarry Lake Dog Park to accommodate a swimming area for dogs (if ecologically appropriate)

There was strong interest in considering additional opportunities for dog owners (e.g. place to swim dogs, place to ski with dogs, additional parks). There were mixed reactions to expanding Quarry Lake dog park, with some strongly in favour, and some strongly opposed. There was strong support and appetite from the dog community to help work on this issue, along with concern that resistance from the user group will make it difficult to solve this issue.

“First, a clear visible barrier that delineates where the off leash park starts and finishes would be great.”

“I suspect a lot of people will not use the wildlife corridors as much for their dogs if they have real alternatives.”

The themes which emerged from the HUMR engagement were incorporated into the draft OSTP, as were many of the excellent ideas which were suggested.

INTEGRATED TRANSPORTATION PLAN (ITP)

The Town of Canmore Integrated Transportation Plan considers not just traditional forms of automobile transportation, but focuses on the entire transportation network, including active forms of transportation such as walking, cycling, etc. The guiding principles established aim to encourage sustainable modes of transportation such as these, with a focus on aesthetics and ease of use.

There were three stakeholder workshops and two public open houses held for the Integrated Transportation Plan in 2013 and 2014. A large map was used at one of these open houses to allow the public to report issues for potential improvement in the transportation network (via the medium of sticky notes).

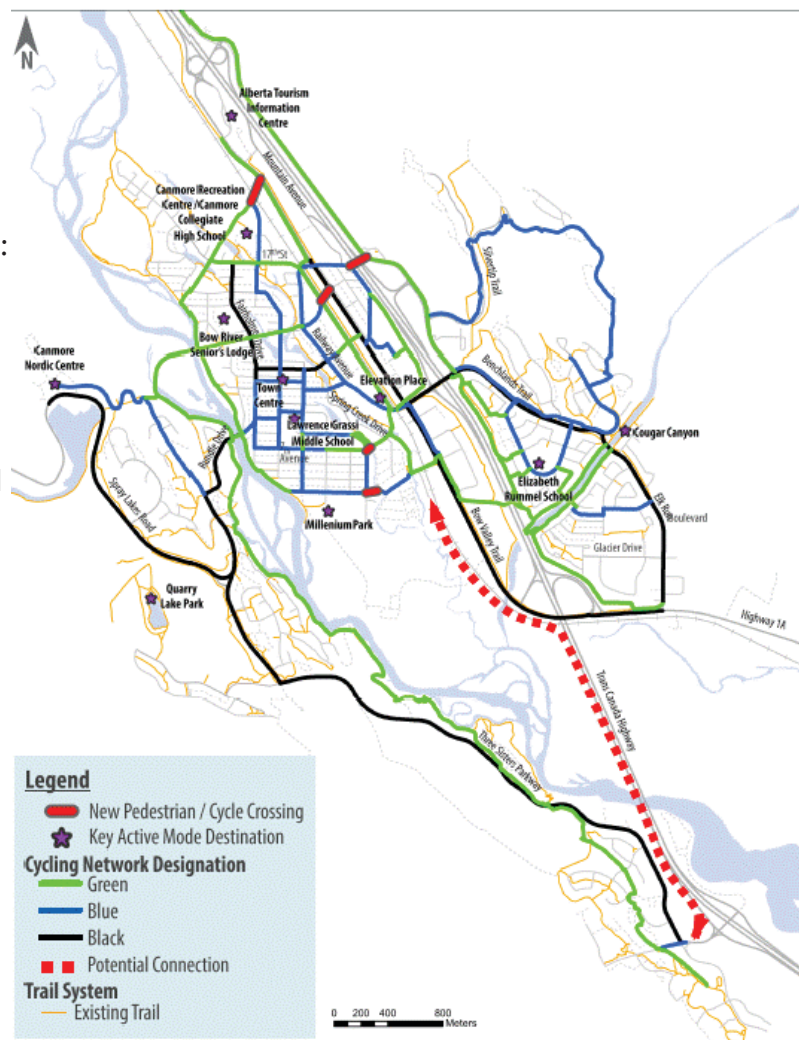
Throughout the workshops, there was consideration of what a future walking and cycling network may look like in Canmore.

Some of the main issues identified which are relevant to the Open Space and Trails Plan were:

- Pedestrian wayfinding needs to be intuitive (current system is hard to read, too small, too cluttered, too high)
- Commuter network needs to be complete, connected, and with bike paths that are functional, not just for recreation (e.g. there should be a Three Sisters commuter trail, every house should be accessible via pathway/sidewalk)
- Need for well-lit commuter routes (e.g. downtown, Elevation Place, grocery stores, schools, bus stops)
- Need formalized bike commuter paths and lanes
- Need improved winter maintenance

More specific feedback suggested enthusiasm for network improvements such as:

- Railway crossing near the Canmore Recreation Centre
- Railway crossing between Bow Valley Trail/



15th Street to the private access at Safeway

- Underpass at the Trans Canada Highway between Palliser and the Teepee Town area
- A trail connection from downtown to Quarry Lake
- Should be a link from Legacy Trail to Nordic Centre
- Provide cycling facilities on the Benchlands Trail Overpass
- Canmore should have a trail link in place to Dead Man Flats and then on to Kananaskis Country
- Need to redevelop Cougar Creek ped/bike access

Based on stakeholder feedback, an active transportation network was recommended (pictured) with different routes identified according to different skill levels, also presenting effective locations for new network connections to improve overall network connectivity.

The ITP and OSTP complement each other in their dealings with the active transportation trail network in Canmore. The guiding principles of the OSTP were aligned with those developed for the ITP, and the issues which were identified during the ITP engagement were considered in the development of the draft OSTP. Recommendations made during the ITP process to improve the active transportation network have been incorporated in the OSTP.

PHASE 3. SHARING THE DRAFT OSTP

Timeline

April 25, 2015 – An Open House was held in the atrium at Elevation Place, from 11am – 2pm on a Saturday. Notification of the event was provided via two weeks of advertising in the Rocky Mountain Outlook, on the Town of Canmore website, and on the Town of Canmore Facebook page (where it was shared on to other group pages). Over 100 people attended the event, and feedback was gathered in the form of ‘like’ and ‘dislike’ ratings against the draft recommendations, and collection of comments, both on map boards, and on feedback forms.

April 23 to May 16, 2015 – Further feedback regarding the recommendations and plan were sought online, through email, comment boxes, or via completion of trails or open space surveys. The online feedback page and surveys were advertised online and via targeted Facebook and Twitter sharing (e.g. with local outdoor stores, active outdoor hiking or cycling groups, active local outdoor bloggers). It was discussed in person with groups such as the Trails Advisory Group, local outdoors stores, members of key community groups such as the Bow Valley Mountain Bike Alliance, Canmore Trail Culture, Rundle Mountain Cycling Club. It was also shared with groups such as EARC, BCEAG and the HUMR stakeholders via email.

There were 40 emails and messages received, 73 responses to the trails and paths survey, and 40 to the open spaces survey. These were combined with the feedback received at the open house, and the results are summarized below. The results include graphs of the basic ‘like’ and ‘dislike’ voting that was available for each of the recommendations, with the ‘like’ option shown in green, and the ‘dislike’ in red. There was no requirement to vote on every option, so those with larger number of responses suggest greater levels of passion regarding that recommendation.

SUMMARY OF TRAILS FEEDBACK

In general there was a lot of enthusiasm for most of the recommendations:

“I strongly support the overall initiative.”

“Thank you again for the engagement and the plans look fantastic! As always, very proud to be a part of such a proactive community!”

“I think that the plans look terrific”

“Good luck. It is a fantastic document and much needed...”

“We definitely appreciate the Town’s ongoing effort to promote an active lifestyle for residents and visitors... given the limited road network and high weekend traffic volumes, it is incredibly important need to ensure people can get around easily, safely and comfortably by walking and cycling.”

The recommendations with the strongest unopposed support were:

- Improved pedestrian/cyclist connection along 17th St from 8th Ave to Bow Valley Trail
- Official trail from Elevation Place to Policeman’s Creek boardwalk
- Bow Valley Trail pathway extension beyond Spring Creek Gate (as a condition of development)
- Upgrade southern side of Benchlands Trail to create cycling facilities
- Improved connection between Spur Line pathway and the Canmore Nordic Centre/Quarry Lake
- Facilitate repair of large crack in path near Cairns Landing and Dyrgas Gate sinkhole
- Extension of Highline beyond Stewart Creek underpass
- Encourage volunteer stewardship
- Facilitate development of stronger downtown cycling network connections
- Ensure all maps of Canmore which show recreational trails also show wildlife corridors, habitat patches
- Complete trail map signage project and expand further
- Construct multi-user link to High Rockies trail

“Continuation of the legacy trail out to three sisters intersection would be a nice addition and decrease highway riding... would be a big asset to the area.”

“Please consider building a good cycling connection between town and Quarry Lake... Quarry Lake is a big destination and it would be extremely short sighted of the Town to not consider a connection that opens up opportunities for access beyond driving and trying to park in an already overcrowded parking lot.”

“I think making a connection between the CNC and spurline that is family/chariot friendly would be a good idea.”

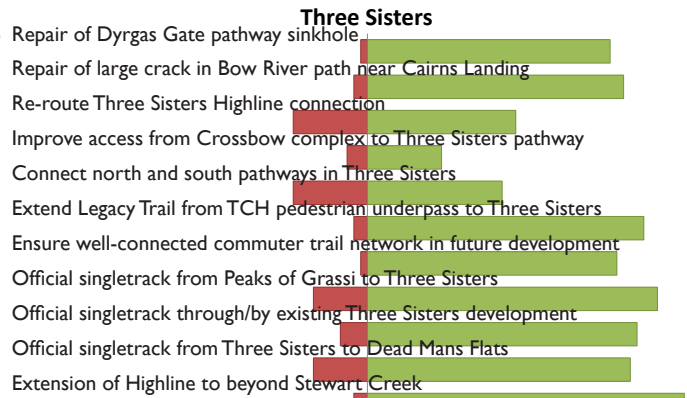
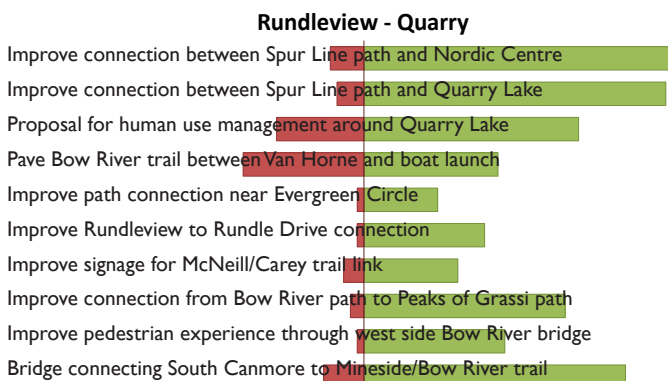
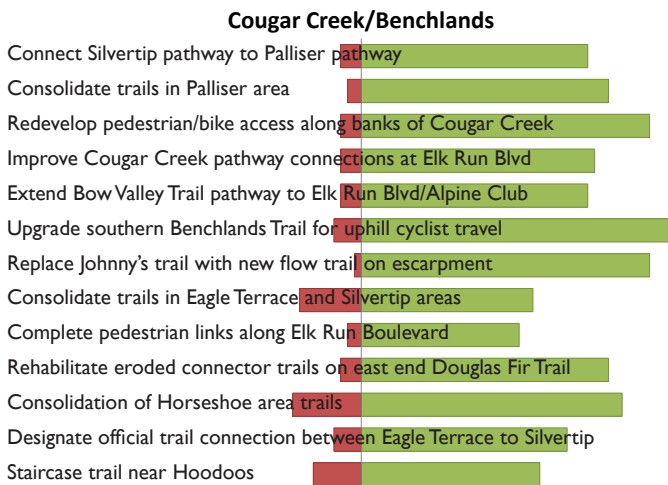
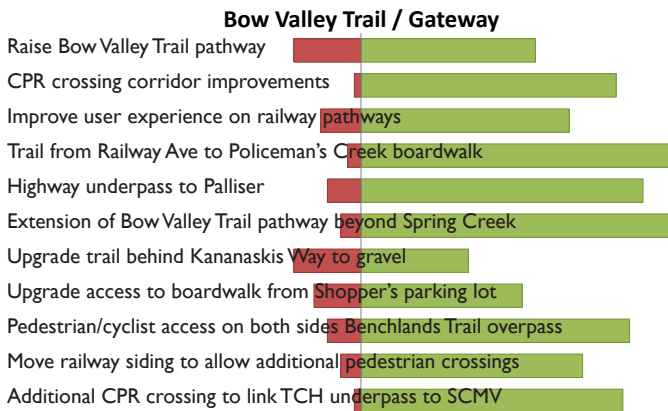
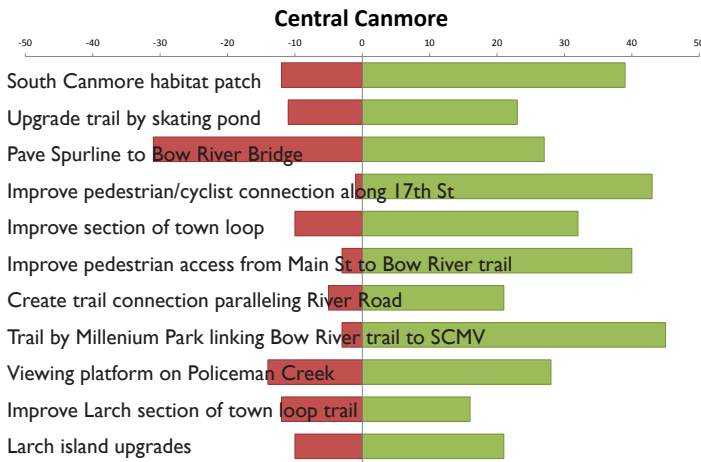
“Addition of an official single track from Three Sisters to Dead Man’s Flats is important as Three Sisters continues to be developed.”

“It is currently tricky to leave the Crossbow complex to access the trail network. Mother’s with buggies have to walk a fair way on the road... an extension to the trail network is very important.”

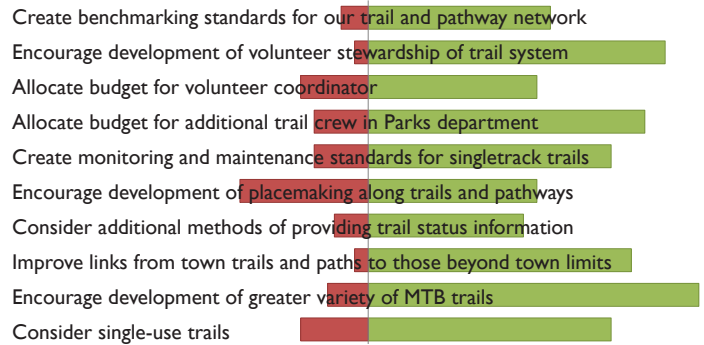
“Would also love to see bike lanes on roadways”

There was largely consensus in favour of wayfinding and human use related recommendations. Similarly, recommendations related to improved connectivity to trails and areas outside of Canmore received almost uniformly positive feedback.

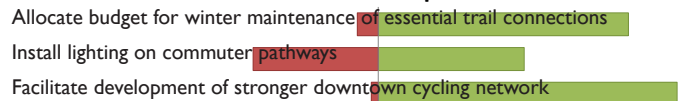
The most controversial recommendations were those regarding paving of trails. Reasons given by those opposed included: desire to keep trails natural, maintain community character, paving being harder on the joints for running, being more expensive to maintain, creates less water absorption, snow clearing is still possible on gravel (it’s done in Banff), and that paved trails were icier in winter. There was also concern that paved pathways will always crack with frost heaving, and so aren’t the most logical surfacing choice for our climate. Those in favour felt it would mean the trail would be more user-friendly in a wider variety of conditions and times of year.



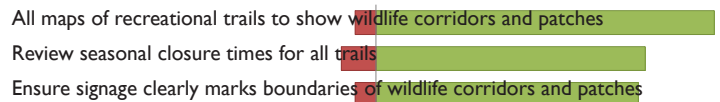
Trail - Good quality & good experience



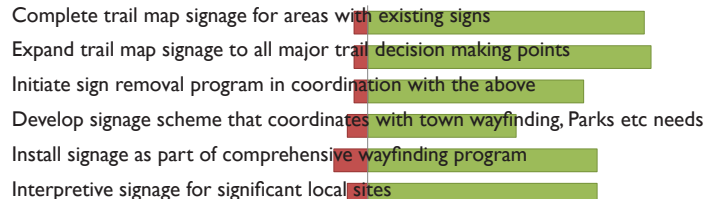
Trail - Active Transportation



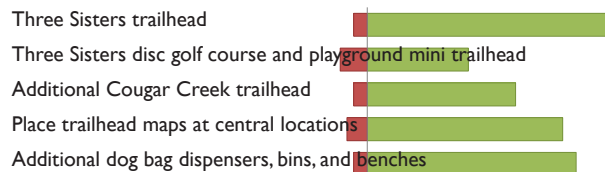
Trail - Human Use Management



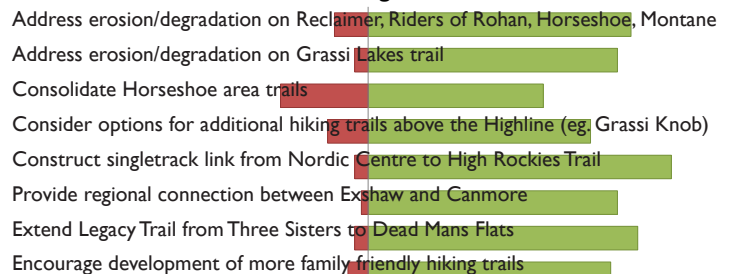
Trail - Wayfinding



Trail - Amenities



Trail - Regional



“Keep it natural. Lets not pave paradise!!”

“Completely paving the trail out to three sisters would make that connection much more road bike friendly and decrease mud and puddles through the winter/spring season.”

For similar reasons, there was some opposition to all recommendations which suggested improving trail quality. Those who gave a reason for being opposed to such recommendations largely felt that user experience would be compromised, and trails should be left as they are and not be made overly manicured. People who ride mountain bikes were concerned that trails would be sanitized and there will be a lack of more difficult or technical trails available. There was strong interest in the creation of more technical or high difficulty official mountain bike trails that are currently lacking in Canmore, as well as having family friendly trails available suitable for learning on. There was also opposition to closing unofficial, user created trails – some were worried about losing a favourite trail, and others felt there was no reason to decommission existing trails and had little faith in the BCEAG guidelines regarding wildlife corridors.

“Not every trail in the area is required to be green or blue. There are a variety of trail users with different skills and there should be a variety of levels of trails to accommodate all users.”

“Regarding the concept of ‘flow’ - fine for some trails, but please don’t take my remaining favorite trails and improve their ‘flow’ - the obstacles are part of the fun and challenge.”

“Advanced trails are lacking in the bow valley, but I’d like to see them built by the people who will ride them, with the intention that they might not be within everyone’s ability”

“Make ‘em official, don’t change them.”

“Need to replace illegal bike trails with good alternatives to allow more technical riding”

There was a good deal of concern regarding the Horseshoe trail network in particular, where some believed that all of the trails except for the main loop were slated for closure (which is not our recommendation). Respondents suggested that improved signs and a paper trail map would help reduce user confusion in the area, and that the large number of trails currently in use lead to reduced conflict amongst the high number of users in the area. Some suggested designating some of the trails in this area to specific users, separating horses from other users where possible, particularly bikes. It was also mentioned that this side of the valley has the trails that dry out first at the start of the season, but a number of them have wildlife closures until mid-May, so until then, there’s limited opportunities in that area. There was also concern from trail users about the degradation of trails in this area, thanks to heavy use and minimal maintenance.

“This is a valuable system loved by many!”

There was also a strong suggestion the Town/Parks should seek user feedback regarding any changes to trail systems. We feel this should definitely happen, and that strong communication is an essential part of the process.

There was also interest in seeing more hiking trails developed, particularly more easy/accessible trails which maybe be able to take some of the pressure off the Grassi Lakes trail.

“Having more destination hiking trails would also be nice to give more options. A lot of tourists want well marked, easy to find destinations that aren’t a major undertaking.”

There was enthusiasm for encouraging volunteer stewardship of the trails, particularly in getting local mountain bikers involved.

“Bikers are a fantastic resource for trail building.”

A significant number of respondents were opposed to placemaking on trails/paths (due to the subjectivity of art, not wanting to be forced to see art that others enjoy, keeping things natural – the mountains are enough) and lighting of pathways (generally seen as acceptable in main commuter corridors downtown, if directional and shaded, but not elsewhere).

“Please do not impose art on our beautiful landscape.”

There was also some concern about cost of recommendations.

SUMMARY OF OPEN SPACES FEEDBACK

As with the trails recommendations, most recommendations were received positively.

“There’s nothing here that I don’t want to see!”

The top five recommendations with the strongest numbers in favour combined with the fewest in opposition were:

- Bike park upgrades and expansion
- Nature playgrounds
- Encourage volunteer groups to act as stewards for off-leash dog areas
- Install a two-stall washroom at the south beach of Quarry Lake
- Full season washroom access at Centennial Park

Reconsidering boundaries of the off leash park at Quarry Lake remains a contentious issue. Opposition was largely due to wildlife and habitat concerns, and in some cases the misconception that allowing dogs to swim in Quarry Lake was being proposed. The creation of more off leash parks was in general an area with mixed opinions, as has been seen in previous engagement. Some felt that dealing with the dog poop problem was more of a concern (through enforcement or signage).

There was strong enthusiasm for spray parks in online comments, although some were opposed to this recommendation in the survey.

“A splash park is a great idea. Kids and splashing is a great mix. Great way to meet people.”

“I would love to see a splash park or spray park for children for summer use. It would be a great addition to the town and a meeting place for families in the summer.”

There was also interest in improvements to the green space at 806 Main Street, adding weather protection to playgrounds and parks with no natural shelter, improved signs and placemaking at regional parks, and the downtown pond enhancement.

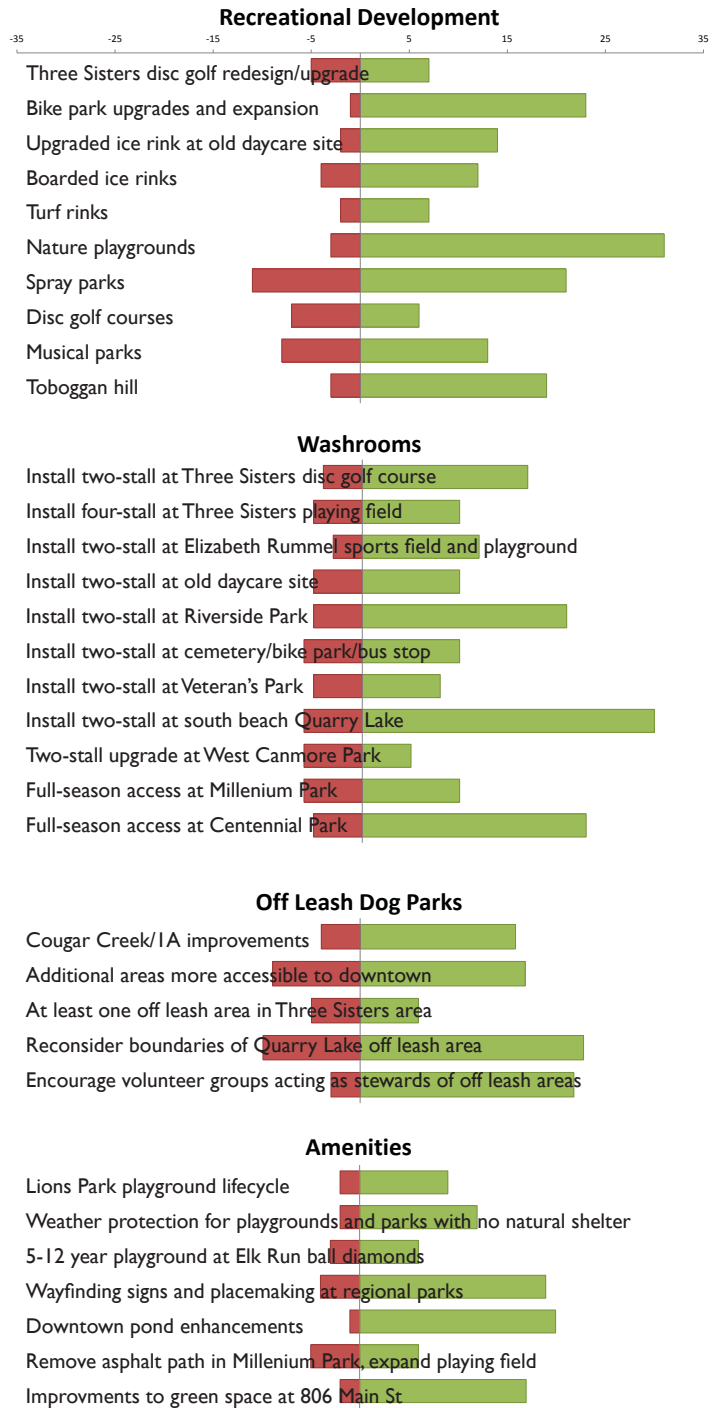
There was also some concern about cost of recommendations.

CONCLUSIONS

Other suggestions were incorporated into the plan where appropriate. Specific suggestions that would be useful to consider at implementation have been saved for consideration at a later point, passed on to the

relevant department, or will be considered for the Recreation Master Plan, or by the Trails Advisory Group.

Where a large percentage of survey respondents were opposed to a draft recommendation, it was reconsidered. If there remained strong reasons for keeping it, the recommendation remained in the final plan, in some cases in a modified form. In other cases recommendations were removed.



APPENDIX B. CELEBRATING OUR ACCOMPLISHMENTS

NEW TRAILS

- 2.5m wide paved path from Harvie Heights to the Benchlands Trail overpass
- Rocky Mountain Legacy Trail extension, from Banff Park gates into the town of Canmore on the south side of the highway
- Bow Valley Trail north pathway built to reach Travel Alberta Information Centre
- Southern pedestrian bridge over Cougar Creek
- Spring Creek Mountain Village (SCMV) trail network development, including two pedestrian bridges built to connect SCMV to South Canmore
- Cougar Creek commuter paved trail
- Connector trail between Silvertip Trail and the Benchlands Trail bike skills park
- Underpass built, creating a link from Kananaskis Way to Cougar Creek pathways

TRAIL UPGRADES & MAINTENANCE

- Extension of Bow Valley Trail pathway ~200m south to meet Cougar Creek
- Paving of Cougar Commuter trail on north-west bank of Cougar Creek (then sadly washed away in the 2013 flood)
- Paving of trail on west side of CPR tracks between 17th Street and Benchlands Trail/Railway Avenue level crossings
- Paving of Spur Line pathway. Pedestrian bulb-outs were also built at the pathway's intersection with 7th Avenue/Fairholme Drive
- Development of connector route from Quarry Lake to Highline trail
- Increased trail maintenance by the Town Parks department (greater person hours committed for a longer period of time each summer)

OPEN SPACE UPGRADES

- Installation of washroom at West Canmore Park playground
- Life-cycling of Centennial Park playground
- Creation of skate park at Canmore Recreation Centre
- Creation of Elk Run off-leash dog park
- Creation of bike skills parks at Benchlands Trail and Millenium Park

FACILITIES & SIGNAGE

- Installation of trailhead kiosks at: Cougar Creek, Quarry Lake (Lake, Highline Trail, Off-Leash Dog Park)
- Installation of first phase of map signage on existing Trexafe signage poles
- Worked with Trans Canada Trail organization to facilitate some marking of the trail through Canmore
- Installation of interpretive signage on Bow River trail

APPENDIX C. IMPLEMENTATION OF RECOMMENDATIONS

Priority	low	med	high
Cost (the likely financial/time cost to the Town)	low	med	high
Existing capital project for recommendation *			
Numbers can be used to locate recommendations on maps in Section 4			

GENERAL IMPLEMENTATION

RECOMMENDATIONS	PRIORITY	COST
Update Town of Canmore website with current trail and open space information		
Look into additional funding which could be used to pursue these recommendations		
Consider appropriate limits for events held on our open spaces and trails		

PATHWAY & TRAIL NETWORK IMPLEMENTATION

RECOMMENDATIONS	PRIORITY	COST
Central Canmore		
1 South Canmore trail consolidation - planning and implementation *		
2 Upgrade existing, undesignated dirt trail along west shore of downtown skating pond to gravel standard		
3 Pave Spurline to Engine Bridge and from there to Bow River Bridge		
4 Improved pedestrian/cyclist connection along 17th St from 8th Avenue to Bow Valley Trail (*2016)		
5 Upgrade section of town loop trail connector to gravel standard		
6 Work with Downtown BRZ and residents to identify methods for improving pedestrian access from Main Street to Bow River Trail		
7 Upgrade unofficial trail on retaining wall to gravel standard trail		
8 Construct trail on southern edge of Millenium Park linking the Bow River trail to the southern portion of the Spring Creek Mountain Village trail network, concurrent with further development		
9 Improve route legibility and on-site interpretational signage on Larch Island		
Bow Valley Trail / Gateway Area		
1 Upgrades to raise Bow Valley Trail pathways (as per BVT Area Redevelopment Plan)		
2 Bow Valley Trail CPR crossing corridor improvements to improve for four-season use, and create a more obvious and intuitive access *		
3 Improve the user experience on railway pathways through improved trail quality, wayfinding signage, and placemaking		
4 Create an official trail suitable for cyclists from Elevation Place through to Policeman's Creek boardwalk		
5 Improved connection to the start of the Legacy Trail (preferably minimising driveway crossings)		
6 Pedestrian/bicycle highway under/overpass and trail providing Palliser with direct connection to central Canmore		

7	Ensure that extension of the Bow Valley Trail pathway beyond Spring Creek Gate be made a requirement for development of private lands on the west side of Bow Valley Trail		
8	Work with Alberta Transportation to upgrade the Benchlands Trail overpass to permit pedestrian/cyclist traffic on both east and west-bound lanes of the bridge. Extend the trail on the north-west side to connect with existing network		
9	Work with CPR to move existing railway siding to the north of urban Canmore. This will create the potential for additional pedestrian crossings particularly a) at 15th Street, and b) at 8th Avenue near the Canmore Recreation Centre and High School		
10	Additional CPR crossings to link new south SCMV trail with TCH underpass at Cougar Creek		
11	Upgrade section of trail behind Kananaskis Way to gravel standard		
Benchlands / Cougar Creek			
1	Connect Silvertip multi-use pathway to Palliser multi-use pathway		
2	Work with partners to create official trail link from Palliser to Montane trail system		
3	Redevelop pedestrian/cyclist access along the banks of Cougar Creek following completion of long-term mitigation		
4	Create mountain bike flow/BMX trail on northern side of Benchlands Trail, connecting to bike skills park		
5	Upgrade southern side of Benchlands Trail to create cycling facilities (*2017)		
6	Improve Cougar Creek pathway connections at Elk Run Boulevard (consider pedestrian bridge to connect northern trails)		
7	Rehabilitate the eroded connector trails on the east end of Douglas Fir trail to Silvertip Trail and Palliser Trail. One connector should provide reasonable terrain for intermediate mountain bikers.		
8	Work with Alberta Parks towards consolidation of Horseshoe area trails and designation of additional trails		
9	Work with Alberta Conservation Association and relevant land owners to consolidate trails in the Eagle Terrace and Silvertip areas Work with partners to consolidate trails in Palliser area (as per Recommendations for trails and management of recreational use for the Town of Canmore: South Canmore and West Palliser)		
10	Replace Johnny's Trail with a new trail on top of the escarpment northwest of Stone Works Creek. Potentially this would be a downhill only flow trail that would act as a destination trail for our community.		
11	Staircase trail near Hoodoos		
12	a) Extend existing Bow Valley Trail multi-use pathway past Cougar Creek to connect to Elk Run Boulevard b) Extend multi-use pathway from Elk Run Boulevard to Alpine Club of Canada		
13	Complete trail/sidewalk links from the IA Highway to Benchlands Trail along Elk Run Boulevard. Upgrade existing surfaces where appropriate.		
14	Concurrent with further development in Silvertip, designate official trail connection between Eagle Terrace and Silvertip		
Rundlevieview / Quarry Lake			
1	Improve connection between the Spur Line pathway and the Canmore Nordic Centre, maintaining a downhill singletrack link for mountain bikes *		
2	Improve connection between the Spur Line multi-use pathway and Quarry Lake		

3 Improve pedestrian experience through west side of Bow River Bridge *	High	Low
4 Create detailed trail network proposal to manage human use in the areas west and east of Quarry Lake	Medium	Medium
5 Improve quality of trail connection near Evergreen Circle	Medium	Medium
6 Extend paved surface of Bow River/Three Sisters multi-use pathway from near Van Horne out to the boat launch/pedestrian bridge (*2016)	High	Low
7 Improve Rundlevue to Rundle Drive connection	Medium	Medium
8 Consider human use management plan for unofficial trails in the Peaks of Grassi area	Medium	Medium
9 Work with BCEAG and ESRD to consider bridge connecting South Canmore to Mine-side/Three Sisters.	Medium	Low
Three Sisters		
1 Facilitate repair of the Dyrgas Gate pathway sinkhole *	High	Medium
2 Facilitate the repair of the large crack in the Bow River pathway near Cairns Landing	High	Medium
3 Re-route Three Sisters Highline connection to continue parallel to Three Sisters Creek (as per commitment to Alberta Parks, to minimize travel in wildlife corridor)	High	Medium
4 Improve access from the Crossbow complex to the Three Sisters pathway	Medium	Medium
5 Make official the trail that connects the south and north paved pathways in Three Sisters (parallel to Three Sisters Creek)	Medium	Medium
6 Construct an extension of the Rocky Mountain Legacy Trail/Trans-Canada Trail from the TCH pedestrian underpass at Cougar Creek to the Three Sisters Interchange (paralleling the TCH)	Medium	Low
7 Raise and resurface gravel trail below Cairns Landing	Medium	Medium
8 Ensure well connected commuter trail network in future Three Sisters development	Medium	Medium
9 Create an official singletrack trail from Peaks of Grassi area through to Three Sisters	High	Medium
10 Create an official singletrack trail to connect through and by the existing Three Sisters development	High	Medium
11 Create an official singletrack trail to connect the existing Three Sisters development with the existing Trans Canada Trail at Dead Mans Flats	Medium	Medium
12 Trail connections to an extension of the Highline trail beyond the Stewart Creek underpass	High	Medium

RECOMMENDATIONS	PRIORITY	COST
Good quality & good experience		
Create benchmarking standards to assess the quality of our path and trail network and measure success in network development	High	Medium
Allocate budget to support volunteer trailwork	High	Medium
Allocate budget for additional trail crew in Parks Department (to assist with trail construction, repair, maintenance)	Medium	Medium
Encourage the development of pleasing place-making along trails and pathways	Medium	Medium
Improve communication of current trail status information to trail users	High	Medium
Improve linkages through the Town pathway and trail systems connecting to those beyond the Town limits – in both a physical sense, and in terms of mapping, signage, publications and knowledge	High	Medium

Encourage development of a greater variety of mountain bike trails (more advanced and technical trails in appropriate areas, a flow trail, trails with Technical Terrain Features) without detracting from the character of existing trails		
Consider development of some single-use trails in areas of user conflict		
Opportunities to create groomed cross-country ski trails within town should be considered		
Adopt Whistler Trail Standards for Technical Terrain Features		
Encourage active transportation		
Allocate budget to allow for winter maintenance of essential trail connections (e.g. stairs by the hydro plant) and additional snow-clearing requirements as length of paved pathway increases		
Install pedestrian lighting on main commuter pathways in downtown area *		
Facilitate the development of stronger downtown cycling network connections		
Human Use Management		
Ensure all maps of Canmore which show recreational trails also show wildlife corridors and habitat patches. Where possible, also include an explanation of expected behaviour. *		
Work with Provincial ecologists to review seasonal closure times for all trails (examine whether shorter closure times are feasible on some trails, and whether nocturnal closures for a portion of the year may be appropriate)		
Work with partners to ensure human use signage is installed to clearly mark boundaries of wildlife corridors and habitat patches where trails pass through them, and provide appropriate information regarding wildlife corridors and habitat patches *		
Wayfinding signage		
Complete trail map signage project for areas with existing signage		
Expand trail map signage project to all major trail decision making nodes with no existing signage		
Install trail and pathway signage which is consistent with the design intent of the comprehensive Canmore Wayfinding Program		
Consider addition of interpretive signage for significant sites (mine remnants, Engine Bridge/ Spur Line Trail, RCMP barracks, Canmore cemetery, Hoodoos)		
Update mapping and information in trailhead kiosks to create consistency with Wayfinding Program (*2016)		
Provide suitable amenities		
Cougar Creek trailhead re-installation following completion of long-term flood mitigation (kiosk, improved washroom facilities and parking)		
Install Three Sisters trailhead for recreational destination trails in that area		
Provide washroom facilities and trailhead kiosk at Three Sisters disc golf course (*2016)		
Examine possibilities for the creation of an additional trailhead in the Cougar Creek area		
Placement of trailhead maps at central locations such as Elevation Place, Tourism Canmore and the Civic Centre		
Examine locations where additional dog bag dispensers, bins and benches would be desirable		

Regional & provincial trails	
Address trail degradation of Horseshoe area trails, Reclaimer, Riders of Rohan, and Montane trails	
Address erosion/trail degradation on Grassi Lakes trails	
Consolidate Horseshoes area trails (including designation of additional official trails)	
Consider options for additional hiking trails above the Highline Trail where feasible (e.g. official trail to Grassi Knob)	

Construct a multi-use (hiking/mountain biking) link from the Canmore Nordic Centre to the High Rockies Trail
Work in collaboration with the MD of Bighorn to provide regional connectivity between Exshaw and Canmore in the form of a paved multi-use trail
Work in collaboration with the MD of Bighorn to extend the Rocky Mountain Legacy Trail/ Trans-Canada Trail as a paved multi-use pathway from the Three Sisters interchange to Dead Mans Flats
Encourage development of more family friendly destination hiking trails
Complete the Trans Canada Trail linkage through Canmore
Create an updated recreational trail network strategy for Canmore (e.g. through an update of the Recreational Opportunities Working Group report)

OPEN SPACE PLAN IMPLEMENTATION

RECOMMENDATIONS	PRIORITY	COST
General		
Three Sisters disc golf course redesign/upgrades *		
Bike park upgrades and expansion - upgrade of existing Benchlands Trail park to a modern facility which allows easier maintenance (*2016)		
Installation of upgraded ice rink at old daycare site (11 Street & 17 Avenue) concurrent with development of that site		
Create benchmarking standards to assess the quality of our open space network and measure success in network development		
Off leash dog areas		
Cougar Creek/1A off leash area improvements		
Examine possibility of additional off-leash area more accessible to residents in the downtown Canmore – Palliser areas		
Consider establishing at least one off leash dog area in the Three Sisters area		
As per recommendations of Human Use Management Review, reconsider the boundaries of the Quarry Lake off leash park to accommodate partial access to the 'dog pond' if ecologically appropriate.		
Encourage volunteer groups acting as stewards for the off-leash dog areas		
Washroom upgrades		
Install two stall washrooms at Three Sisters disc golf course & playground parking lot (*2016)		
Install four stall washrooms with basic change areas at Three Sisters playing field (*2016)		
Install two stall washrooms at Elizabeth Rummel sports field and playground		
Install two stall washrooms at old daycare site (11 Street & 17 Avenue)		
Install two stall washrooms at Riverside Park		
Install two stall washrooms in cemetery/bike skills area		
Install two stall washrooms at Veteran's Park		
Install two stall washroom at south beach of Quarry Lake		
Upgrade West Canmore Park washroom to two stalls		
Consider upgrading to full season washroom accessibility at Centennial Park		
Consider installing a changing facility at Quarry Lake		
Facility & amenity upgrades		
Mountain Shadows/West Canmore playground lifecycle *		
Addition of weather protection to playgrounds and parks which have no natural shelter		

Consider installation of 5-12 year playground at the Elk Run ball diamonds		
Add wayfinding signs and placemaking to regional parks		
Downtown Pond enhancements (*2016)		
Remove asphalt path in Millenium Park, reclaim space to expand playing field		
Consider pop-up improvements to green space/vacant lot at 806 Main St		
Consider placement of bike racks in some parks and playgrounds		
Consider addition of playground in the Rundview area		