

TOWN OF CANMORE
AGENDA
Regular Meeting of Council
Council Chambers at the Civic Centre, 902 – 7 Avenue
Tuesday, August 15, 2023 at 9:00 a.m.

Times are estimates only.

- 9:00 – 9:05 **A. CALL TO ORDER AND APPROVAL OF AGENDA**
1. Land Acknowledgement
 2. Agenda for the August 15, 2023 Regular Meeting of Council
- B. PUBLIC HEARINGS**
None
- C. DELEGATIONS**
None
- 9:05 – 9:10 **D. APPROVAL OF MINUTES**
1. Minutes of the July 4, 2023 Regular Meeting of Council
- 9:10 – 9:20 **E. BUSINESS ARISING FROM THE MINUTES**
1. **Homelessness Society of the Bow Valley (HSBV)**
Request: That Council consider providing a municipal space to support shelter operations for the 2023/2024 winter emergency (overnight) shelter program.

Council may:
 - a. refer the request to administration or a committee for further research, review and recommendation,
 - b. accept the request as information only, or
 - c. make a decision on the request.
- F. UNFINISHED BUSINESS**
None
- 9:20 – 9:40 **G. BYLAW APPROVAL**
1. **Silvertip Area Structure Plan Amendments – Bylaw 2023-21**
Recommendations:
 - (1) That Council give first reading to Bylaw 2023-01, and
 - (2) That Council schedule a public hearing for Bylaw 2023-01 for September 5, 2023.
 2. **Land Use Bylaw Amendment 2023-20 and Amendments to Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw Amendment 2023-28 – Development Authority and Canmore Planning Commission**
Recommendations:
 - (1) That Council give first reading to Bylaw 2023-20 Land Use Bylaw Amendment – Canmore Planning Commission Authority and Referrals and schedule a public hearing for September 5, 2023, and

- (2) That Council give first reading to Bylaw 2023-28 Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw Amendment – Development Authority and Canmore Planning Commission.

10:05 – 10:25

3. Land Use Bylaw Amendment 2023-24 – 205 Stewart Creek Rise

Recommendations:

- (1) That Council give first reading to Bylaw 2023-24, and
- (2) That Council schedule a public hearing for Bylaw 2023-24 for September 5, 2023.

10:25 – 10:30

4. Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27

Recommendations:

- (1) That Council give first reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
- (2) That Council give second reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
- (3) That Council give leave to go to the third reading of the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
- (4) That Council give third reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.

10:30 – 10:40

Meeting Break

H. NEW BUSINESS

10:40 – 11:40

1. Facilities Use Decision Framework – Existing Fire Hall

Recommendation: That Council direct administration to:

- (1) Allocate available space at the Fire Hall located at 1021 Railway Avenue to the Protective Services, Facilities, and Public Works departments;
- (2) Amend the 2023 approved capital project Re-purpose of Fire Hall – Design (#7290) to include a construction phase in the scope of work; and
- (3) Issue a Request for Expressions of Interest for third party interest in the remaining spaces at the Fire Hall and report back to Council for a decision.

11:40 – 11:50

2. 2023 Capital Budget Amendment – Large Item Collection Vehicle

Recommendation: That Council approve a budget increase to 2023 capital project (#7316) Large Item Collection Vehicle from \$100,000 to \$160,000 to be funded from the Solid Waste Services Reserve.

11:50 – 12:50

Meeting Break

- 12:50 – 1:50
- I. REPORTS FROM ADMINISTRATION**
- 1. Palliser Trail Area Structure Plan Update**
Purpose: To provide Council with an overview of the draft Palliser Trail Area Structure Plan and a summary of the feedback received through community engagement on the proposed updates.
- J. NOTICES OF MOTION**
None
- 1:50 – 2:10
- K. IN CAMERA**
- 1. Cougar Creek Construction**
Recommendation: that Council take the meeting in camera to prevent disclosure of information related to the Town's contractual negotiations in accordance with section 25(1)(c)(iii) and information subject to legal privilege in accordance with section 27(1)(a) of the *Freedom of Information and Protection of Privacy Act*.
- 2:10
- L. ADJOURNMENT**

**TOWN OF CANMORE
MINUTES**

Regular Meeting of Council
Council Chambers at the Civic Centre, 902 – 7 Avenue
Tuesday, July 4, 2023 at 9:00 a.m.

COUNCIL MEMBERS PRESENT

Sean Krausert	Mayor
Jeff Hilstad	Deputy Mayor
Wade Graham	Councillor
Tanya Foubert	Councillor
Karen Marra	Councillor
Joanna McCallum	Councillor

COUNCIL MEMBERS ABSENT

Jeff Mah	Councillor
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ADMINISTRATION PRESENT

Sally Caudill	Chief Administrative Officer
Therese Rogers	General Manager of Corporate Services
Whitney Smithers	General Manager of Municipal Infrastructure
Scott McKay	General Manager of Municipal Services
Cheryl Hyde	Municipal Clerk
Harry Shnider	Senior Development Planner
Lisa Brown	Manager of Community Social Development
Caitlin Miller	Manager of Protective Services
Caitlin Van Gaal	Supervisor of Environment and Sustainability
Eleanor Mickette	Manager of Economic Development
Lauren Miller	Manager of Planning and Development
Nathan Grivell	Development Planner
Andreas Comeau	Manager of Public Works
Andy Esarte	Manager of Engineering
Robyn Dinnadge	Manager of Communications
Caroline Hedin	Communications Advisor

Mayor Krausert called the July 4, 2023 regular meeting to order at 9:00 a.m.

A. CALL TO ORDER AND APPROVAL OF AGENDA

- 1. Land Acknowledgement**
- 2. Agenda for the July 4, 2023 Regular Meeting of Council**

148-2023

Moved by Mayor Krausert that Council approve the agenda for the July 4, 2023 meeting as presented.

CARRIED UNANIMOUSLY

B. PUBLIC HEARINGS

1. Public Hearing Land Use Bylaw Amendment Omnibus 2023-18

(1) Call to order

Mayor Krausert called the public hearing to order for Bylaw 2023-18 at 9:02 a.m.

(2) Administration Summary

Administration provided a verbal overview of the amendment proposed for Council's considerations.

(3) Public Submissions

There were no public submissions.

(4) Public Written Submissions

No public written submissions were received.

(5) Closing Comments from Administration

None

(6) Council Questions of Administration

None

(7) Adjournment

Mayor Krausert adjourned the public hearing at 9:06 p.m.

C. DELEGATIONS

1. Homelessness Society of the Bow Valley – Emergency Program Review

Jessica Klaric, Executive Director of the Homelessness Society of the Bow Valley, spoke to a written presentation and requested that Council consider providing a municipal space to support shelter operations for the 2023/2024 winter emergency (overnight) shelter program. The request will be considered at the August 15, 2023 regular meeting of Council.

D. APPROVAL OF MINUTES

1. Minutes of the May 23, 2023 Special Meeting of Council

149-2023

Moved by Mayor Krausert that Council approve the minutes of the May 23, 2023 special meeting as presented.

CARRIED UNANIMOUSLY

2. Minutes of the June 6, 2023 Regular Meeting of Council

150-2023

Moved by Mayor Krausert that Council approve the minutes of the June 6, 2023 regular meeting as presented with one correction:

- Motion 139C-2023 delete second occurrence of "Hilstad" and substitute "Marra".

CARRIED UNANIMOUSLY

E. BUSINESS ARISING FROM THE MINUTES – None

F. UNFINISHED BUSINESS – None

Minutes approved by: _____

G. BYLAW APPROVAL

1. Land Use Bylaw Amendment 2023-18 Omnibus

151-2023 Moved by Mayor Krausert that Council give second reading to Land Use Bylaw Amendment 2023-18 Omnibus.

CARRIED UNANIMOUSLY

152-2023 Moved by Mayor Krausert that Council give third reading to Land Use Bylaw Amendment 2023-18 Omnibus.

CARRIED UNANIMOUSLY

2. Community Standards Bylaw Amendment 2023-25 Open Doors

153-2023 Moved by Mayor Krausert that Council give first reading to Community Standards Bylaw Amendment 2023-25 Open Doors.

153A-2021 Moved by Mayor Krausert that Council amend motion 153-2023 by amending section 6, strike out "SECTION 6.1" and substitute "PART 6.1".

CARRIED UNANIMOUSLY

153-2023 The vote followed on motion 153-2023: that Council give first reading to Community Standards Bylaw Amendment 2023-25 Open Doors amended as follows:

- Amend section 6 by striking out "SECTION 6.1" and substituting "PART 6.1".

CARRIED UNANIMOUSLY

154-2023 Moved by Mayor Krausert that Council give second reading to Community Standards Bylaw Amendment 2023-25 Open Doors.

CARRIED UNANIMOUSLY

155-2023 Moved by Mayor Krausert that Council give leave to go to third reading of Community Standards Bylaw Amendment 2023-25 Open Doors.

CARRIED UNANIMOUSLY

156-2023 Moved by Mayor Krausert that Council give third reading to Community Standards Bylaw Amendment 2023-25 Open Doors.

CARRIED UNANIMOUSLY

3. Bow Valley Regional Emergency Management Bylaw 2023-26

157-2023 Moved by Mayor Krausert that Council give first reading to Bow Valley Regional Emergency Management Bylaw 2023-26.

CARRIED UNANIMOUSLY

158-2023 Moved by Mayor Krausert that Council give second reading to Bow Valley Regional Emergency Management Bylaw 2023-26.

CARRIED UNANIMOUSLY

159-2023 Moved by Mayor Krausert that Council give leave to go to third reading of Bow Valley Regional Emergency Management Bylaw 2023-26.

CARRIED UNANIMOUSLY

Minutes approved by: _____

160-2023 Moved by Mayor Krausert that Council give third reading to Bow Valley Regional Emergency Management Bylaw 2023-26.
CARRIED UNANIMOUSLY

161-2023 Moved by Mayor Krausert that Council appoint Councillor Hilstad as the third member of Canmore's Municipal Emergency Advisory Committee until the October 24, 2023 Annual Organizational Meeting.
CARRIED UNANIMOUSLY

Meeting Break 10:15 – 10:30

H. NEW BUSINESS

1. Retail Gap Analysis and Light Industrial and Commercial Land Review

Kieron Hunt, planning studio lead for consultant FBM, joined administration in speaking to a written report presenting the Retail Gap Analysis and Light Industrial and Commercial Land Review.

162-2023 Moved by Mayor Krausert that Council direct administration to return with recommended amendments to the Land Use Bylaw, the Municipal Development Plan, and any other suggested policy amendments to clear up restrictions and conflicting statements and interpretations to allow the provision of housing in industrial districts, propose criteria under which such housing could be considered, and ensure that any residential units are occupied by employees.

POSTPONED

163-2023 Moved by Mayor Krausert that Council postpone motion 162-2023 to the September 5, 2023 regular council meeting so that an odd number of councillors are present to vote.

CARRIED UNANIMOUSLY

Meeting Break 1:05 – 2:05 p.m.

2. Development Permit 1800 8th Avenue - Accessory Building (Portable Classroom) at Canmore Collegiate High School

164-2023 Moved by Mayor Krausert that Council approve PL20230082, subject to the following conditions of approval:

1. All construction associated with the approval of this Development Permit shall comply with the regulations of the Land Use Bylaw (LUB) 2018-22, unless otherwise stated under the approved variances section of this document.
2. All construction associated with the approval of this Development Permit shall comply with the Town of Canmore Engineering requirements outlined in the Engineering Design and Construction Guidelines (EDCG).
3. All construction associated with the approval of this Development Permit shall comply with the Tree Protection Bylaw and ensure all tree protection measures are appropriately put in place prior to development of the site, where determined necessary by the Town of Canmore Parks Department.

Minutes approved by: _____

4. All construction, landscaping and exterior finishing materials are to be as shown on the approved plans and other supporting material submitted with the application.
5. Access to the site for emergency vehicles shall be to the satisfaction of the Manager of Emergency Services.

CARRIED UNANIMOUSLY

3. 2023 Capital Budget Amendment – Light Fleet Replacement

165-2023 Moved by Mayor Krausert that Council approve an increase to capital project #7309 Light Fleet Replacements (2023) from \$120,000 to \$125,000 and amend the funding to \$70,000 Municipal Sustainability Initiative (MSI), \$41,000 Asset Rehabilitation/Replacement Reserve, and \$14,000 from the newly approved Municipal Climate Change Action Centre (MCCAC) grant.

CARRIED UNANIMOUSLY

4. 2023 Capital Budget Amendment – Climate Emergency Action Plan

166-2023 Moved by Mayor Krausert that Council approve an increase to the scope and budget for the 2023 Climate Emergency Action Plan – Development (CAP 7308) from \$150,000 to \$211,000, with \$80,000 funded from the Municipal Climate Change Action Centre’s (MCCAC) Climate Resilience Capacity Building Program and the remaining \$131,000 from the Sustainability Reserve.

CARRIED UNANIMOUSLY

5. Railway Avenue Central - Design and Staging Approvals

167-2023 Moved by Mayor Krausert that Council approve the design for Railway Avenue Central as presented.

CARRIED UNANIMOUSLY

168-2023 Moved by Mayor Krausert that Council approve a new 2023 capital project for the Railway Avenue Central Water Line Design in the amount of \$150,000 to be funded by the Utility Water Reserve.

CARRIED

**In favour: Graham, Marra, Krausert, Hilstad, McCallum
Opposed: Foubert**

Meeting break 3:20 – 3:30 p.m.

6. 2023 Capital Budget Amendment - Cougar Creek Long-Term Mitigation

169-2023 Moved by Mayor Krausert that Council take the meeting in camera at 3:40 p.m. to prevent disclosure of information supplied explicitly in confidence by the Province of Alberta in accordance with section 21(1)(b) of the Freedom of Information and Protection of Privacy Act.

CARRIED UNANIMOUSLY

170-2023 Moved by Mayor Krausert that Council return to the public meeting at 3:46 p.m.

CARRIED UNANIMOUSLY

Minutes approved by: _____

- 171-2023 Moved by Mayor Krausert that Council approve a budget increase for Cougar Creek Long-term Mitigation (CAP1445/1562) from \$49,072,620 to \$78,172,620 for project completion with the increase of \$29,100,000 funded with:
- Future grant \$25,000,000; and
 - Provincial Flood Recovery Erosion Control (FREC) and Alberta Community Resilience Program (ACRP) grants interest accrual \$4,100,000.
- CARRIED UNANIMOUSLY**

7. Reconciliation and Equity, Diversity, and Inclusion Final Report and Coalition of Inclusive Municipalities

- 172-2023 Moved by Mayor Krausert that Council accept the Reconciliation and Equity, Diversity, and Inclusion Final Report for planning purposes.
- CARRIED UNANIMOUSLY**

- 173-2023 Moved by Mayor Krausert that Council join the Canadian Coalition of Inclusive Municipalities on behalf of the Town of Canmore and direct Mayor Krausert to sign the Declaration to Join the Coalition of Inclusive Municipalities.
- CARRIED UNANIMOUSLY**

8. Measuring and Reporting on Council's Strategic Plan

- 174-2023 Moved by Mayor Krausert that Council approve the proposed Key Results as a tool for measuring progress on their 2023-2026 Strategic Plan.
- CARRIED UNANIMOUSLY**

- 175-2023 Moved by Mayor Krausert that Council change the language in their Strategic Plan from "Results" to "Objectives" to minimize language and terminology confusion.
- CARRIED UNANIMOUSLY**

Councillor McCallum left the meeting at 4:30 p.m.

I. REPORTS FROM ADMINISTRATION

1. Town of Canmore Website Preview

Administration presented a preview of the new Town of Canmore website that's scheduled for public launch on July 10.

J. NOTICES OF MOTION – None

K. IN CAMERA – None

Minutes approved by: _____

L. ADJOURNMENT

176-2023

Moved by Mayor Krausert that Council adjourn the July 4, 2023 meeting at 4:47 p.m.

CARRIED UNANIMOUSLY

Sean Krausert, Mayor

Cheryl Hyde, Municipal Clerk

Minutes approved by: _____



2023- Homelessness Society of the Bow Valley Delegation Report to Council

Background

The Homelessness Society of the Bow Valley (HSBV) is a community-based organization with a mission to provide local, community-based, wrap-around support to individuals who are experiencing homelessness and housing instability within the Bow Valley.

In March 2023, HSBV celebrated our one year anniversary of becoming a non-profit society. In our first year as a non-profit, HSBV has grown to become an established, reliable community resource that provides winter emergency shelter to our most vulnerable community members.

The 2022/2023 winter marked the third consecutive year of operating our local, low-barrier winter emergency shelter. This year was HSBV's longest operating period to date; the shelter opened on December 15, 2022 and closed April 1, 2023.

In addition to the winter emergency shelter, HSBV operated a community Outreach Program. Through the Outreach Program, individuals can connect with a member of the Outreach team during the day through phone, email, or social media. The Outreach team provides system navigation support, program referrals, and ,on a case-by-case basis, emergency support services (accommodation and transportation).

Thanks to the generous support of HSBV donors and funders, the Outreach Program is now available 365 days per year from 9am to 9pm, daily.

Need for the Program

During the 108 nights the emergency winter shelter was open (December 15, 2022 to April 1, 2023), 30 unique individuals accessed the shelter space. On average, the shelter served 2.3 guests per night, totalling 263 warm bed nights. Most importantly, the shelter was open for 11 extreme cold weather events (based on government of Canada's definition of temperatures below -27).

The Outreach program launched November 23, 2022, and as of April 1, 2023, the program provided 3 emergency accommodation placements and 6 emergency taxi fares. In addition, the program connected with several individuals who only required information.

Future Focus

HSBV continues to grow to meet community need. There are four key areas that HSBV will be focusing on:

- 1) Locating a long-term permanent shelter space, where HSBV can increase operational hours and a provide broader range of services, such as: mental health/addiction support, laundry, showers, storage.



- 2) Continued annual outreach to ensure that there is always a support available when there are individuals who are in need.
- 3) Long-term sustainable funding to shift from programming based on funding availability to longer-term program development based on need.
- 4) Charitable status in 2024

Request to the Town of Canmore Council

HSBV was grateful for the opportunity to rent Scout Hall for the operations of the 2022/2023 winter emergency shelter. We are currently exploring a number of space options, but to date have nothing confirmed.

HSBV is once again requesting that council consider providing a municipal space to support shelter operations for the 2023/2024 winter emergency (overnight) shelter program. HSBV will continue to explore other space alternatives.

Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** G-1

TO: Council

SUBJECT: Silvertip Area Structure Plan Amendments - Bylaw 2023-21

SUBMITTED BY: Joshua Cairns, Senior Policy Planner

RECOMMENDATION:

- (1) That Council give first reading to Bylaw 2023-21, and
- (2) That Council schedule a public hearing for Bylaw 2023-21 for September 5, 2023.

EXECUTIVE SUMMARY

Bylaw 2023-21 contains minor housekeeping amendments to the Silvertip Area Structure Plan (ASP) that would adjust the plan’s boundary to reflect current planning initiatives and ensure consistency in the administration of the plan. Administration supports the amendments as described in this report.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

On October 9, 2007, Council approved the amended Silvertip ASP (Bylaw 38-2007). The Silvertip ASP is the statutory plan that governs the development of the Silvertip area.

DISCUSSION

The Silvertip area comprises a portion of the northwest bench, located east of the Trans-Canada Highway with land that rises steeply from the valley bottom defined by a series of ridges, ravines, and escarpments. The initial vision for how the area could be developed over time was provided in 1990 upon adoption of the Hyatt Regency Canmore Master Plan (“Master Plan”). In 1993, Stone Creek Properties Inc (“SCPI”) acquired significant portions of the Silvertip area and, in 1998, initiated a planning process to consider how the area could become a more comprehensively designed resort community. This exploration resulted in the Silvertip ASP, which was adopted by Council in 2001, updated in 2007, and remains the governing statutory area plan for the area today (Figure 1).

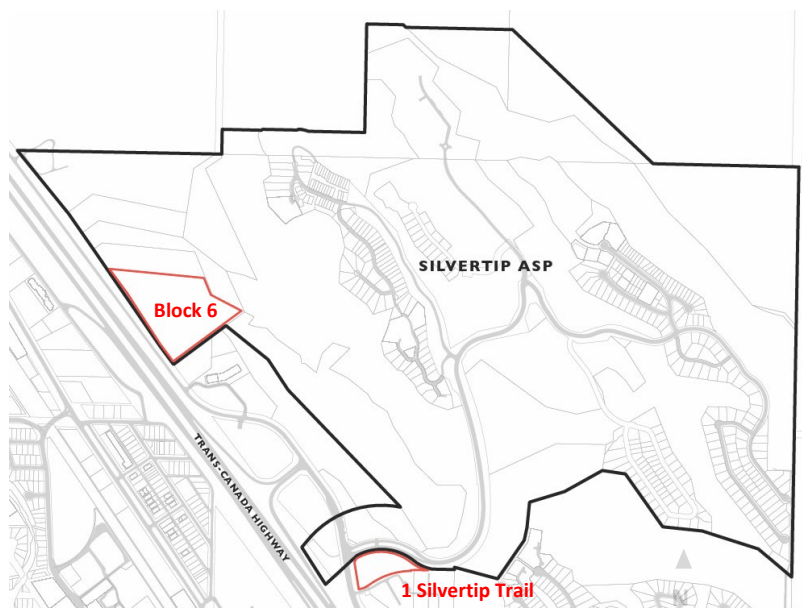


Figure 1: Map showing Silvertip ASP area (black) and subject parcels (red)

Bylaw 2023-21 proposes to revise the Silvertip ASP by adjusting its western and southern extents to:

- add one parcel, Block 17 (1 Silvertip Trail) that was developed in accordance with the Master Plan (see Figure 2)
- remove one undeveloped parcel (Block 6) to reflect its inclusion in the Palliser Trail ASP (see Figure 3)



Figure 2: Block 17



Figure 3: Block 6

The Master Plan identified Block 17 as a suitable location for future highway-oriented commercial development. In 1997, construction began on a new hotel. The hotel would initially become the Four Points Sheraton and is currently addressed as 1 Silvertip Trail.

When the Silvertip ASP replaced the Master Plan a few years later, it introduced a plan boundary that bisected Block 17 (specifically the parcel located at 1 Silvertip Trail) and therefore excluded the east corner. Although the rationale has not been explicitly stated, records suggest the decision to exclude a portion of 1 Silvertip Trail was because the parcel had recently been developed by another entity. This is in contrast to other parcels that had been developed by SCPI, which were included in the new plan’s boundary and designated as “Established Areas” (Figure 4).

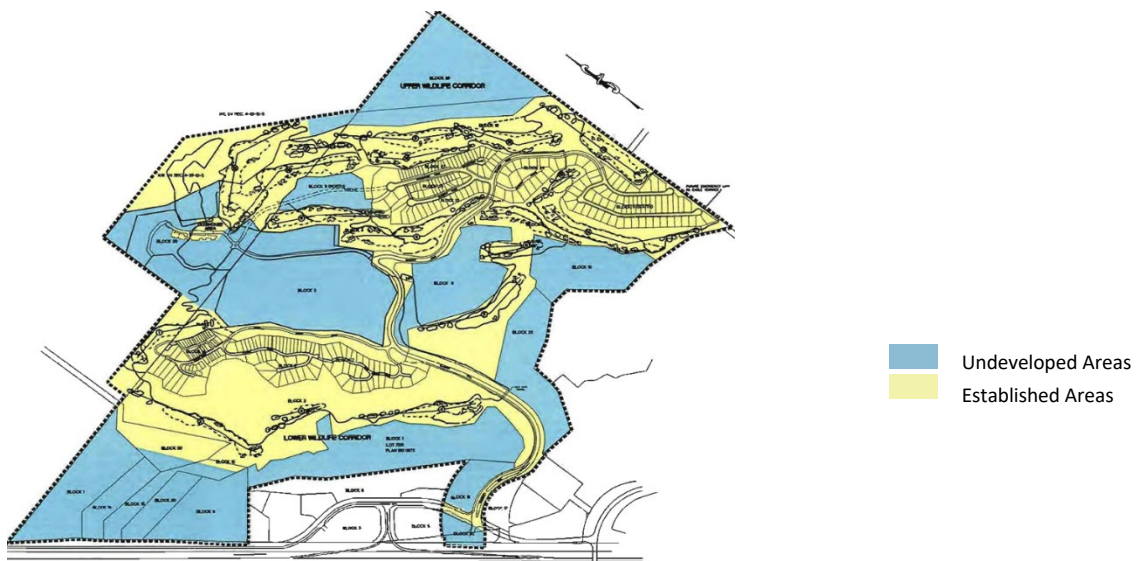


Figure 4: Current Silvertip ASP Map showing Undeveloped and Established Areas

The purpose of this designation was to clearly identify parcels that were no longer subject to the plan's policies, while allowing for their continued inclusion in the plan for long-term record-keeping, transparency, and policy clarity. Examples of Established Areas include the golf course and several residential areas.

Bylaw 2023-21 is a minor housekeeping amendment that would add the remaining portion of Block 17 (1 Silvertip Trail) to the Silvertip ASP as an "Established Area" to offer consistency with how other developed sites have been noted in the plan over time and to support long-term record-keeping, transparency, and policy clarity. As all of Block 17 would be defined as an "Established Area", no policy implications are anticipated for the site. Future change would continue to be informed by the Municipal Development Plan and the Land-Use Bylaw.

Block 6 was also identified by the Master Plan as a suitable location for highway-oriented commercial development. Unlike Block 17, Block 6 remained undeveloped at the time the Silvertip ASP was prepared and was included in the new plan as part of the "Undeveloped Areas". The parcel received new policy direction that encouraged intensification in the form of employee housing or other residential uses. This land is currently owned by Canmore Community Housing with the long-term intention of utilizing the site for residential uses.

In late 2022, administration initiated an expedited review of the adjacent Palliser Trail area, which borders Block 6. An initial assessment determined it would be advantageous to include Block 6 in the Palliser Trail ASP to ensure future development in the Palliser Trail area would be comprehensively planned. Updated policy direction through the Palliser Trail ASP could also help realize the site's opportunity to provide significant non-market housing units. Bylaw 2023-21 would remove Block 6 from the Silvertip ASP to reflect its inclusion in the updated Palliser Trail ASP.

ANALYSIS OF ALTERNATIVES

None.

FINANCIAL IMPACTS

No financial impacts are anticipated.

STAKEHOLDER ENGAGEMENT

Administration engaged SCPI to discuss the proposed amendments to the Silvertip ASP, which included both the addition of the remaining portion of 1 Silvertip Trail within Block 17 and the removal of Block 6 from the ASP's boundaries. SCPI is in support of the proposed amendments. New policy direction for Block 6 will be provided in the updated Palliser Trail ASP. The landowner, Canmore Community Housing, was engaged throughout the planning process.

ATTACHMENTS

- 1) Amending Bylaw 2023-21
- 2) Schedule A – Amended ASP Maps and Text Redline

AUTHORIZATION

Submitted by: Joshua Cairns
Senior Policy Planner Date: July 13, 2023

Approved by: Lauren Miller
Planning & Development Manager Date: July 21, 2023

Approved by: Whitney Smithers
General Manager of Municipal Infrastructure Date: July 24, 2023

Approved by: Scott McKay
Acting Chief Administrative Officer Date: August 9, 2023

BYLAW 2023-21

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
AMEND SILVERTIP AREA STRUCTURE PLAN BYLAW 38-2007**

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

TITLE

- 1 This bylaw shall be known as Silvertip Area Structure Plan Bylaw Amendment – Maps.

INTERPRETATION

- 2 Words defined in Silvertip Area Structure Plan Bylaw 38-2007 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Silvertip Area Structure Plan Bylaw 38-2007 is amended by this bylaw.
- 4 Section 1.3 is amended by
 - a) inserting “Block 17 (Silvertip Trail)” after “Block 14 (Aspen Glen)”, and
 - b) striking out “Block 6”.
- 5 Maps 1 – 12 are repealed and Maps 1 -12 in Schedule A of this bylaw are substituted.

ENACTMENT/TRANSITION

- 6 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 7 Schedule A forms part of this bylaw.
- 8 This bylaw comes into force on the date it is passed.

FIRST READING:

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

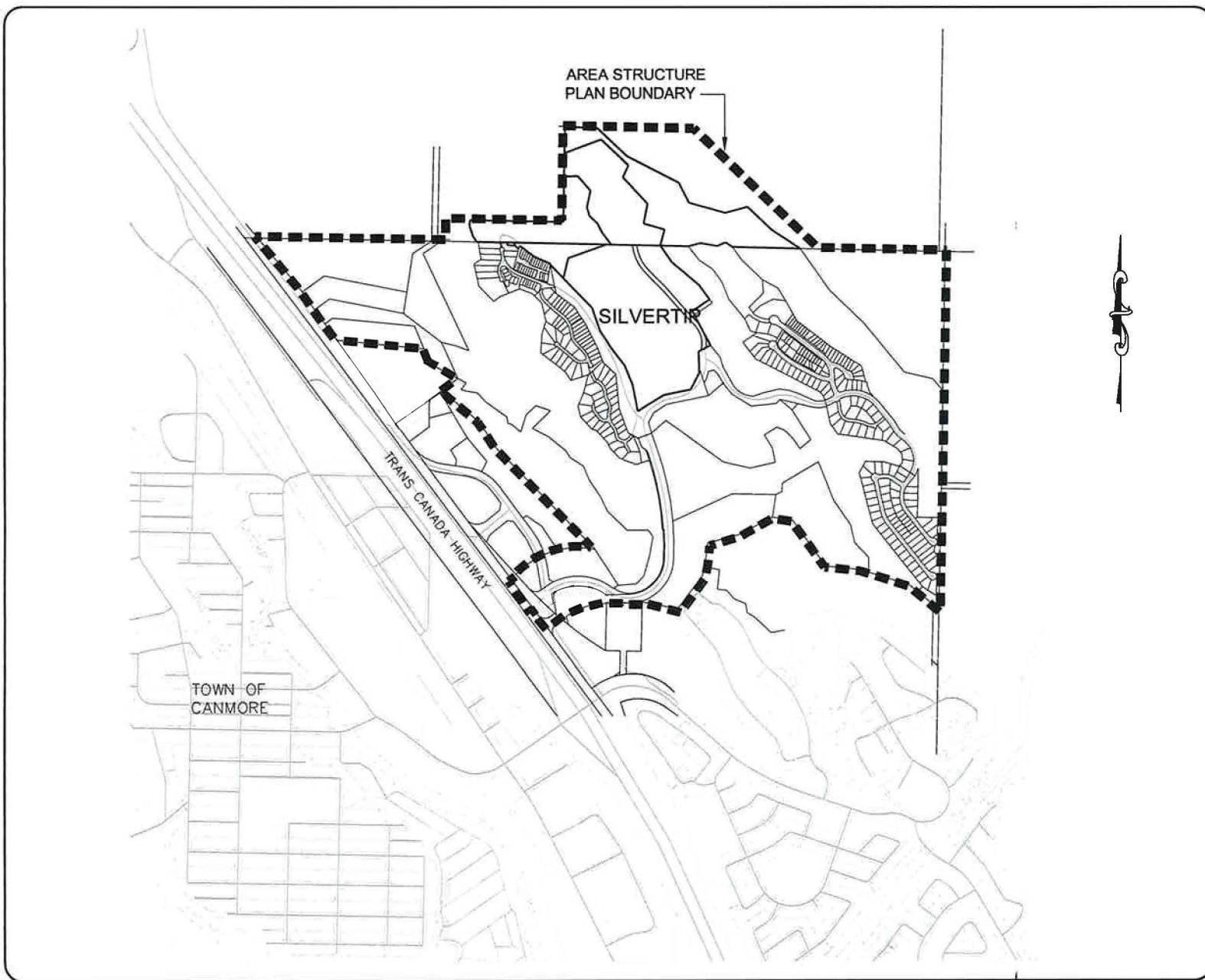
Cheryl Hyde
Municipal Clerk

Date

Bylaw approved by: _____

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PART 1: INTRODUCTION
SILVERTIP



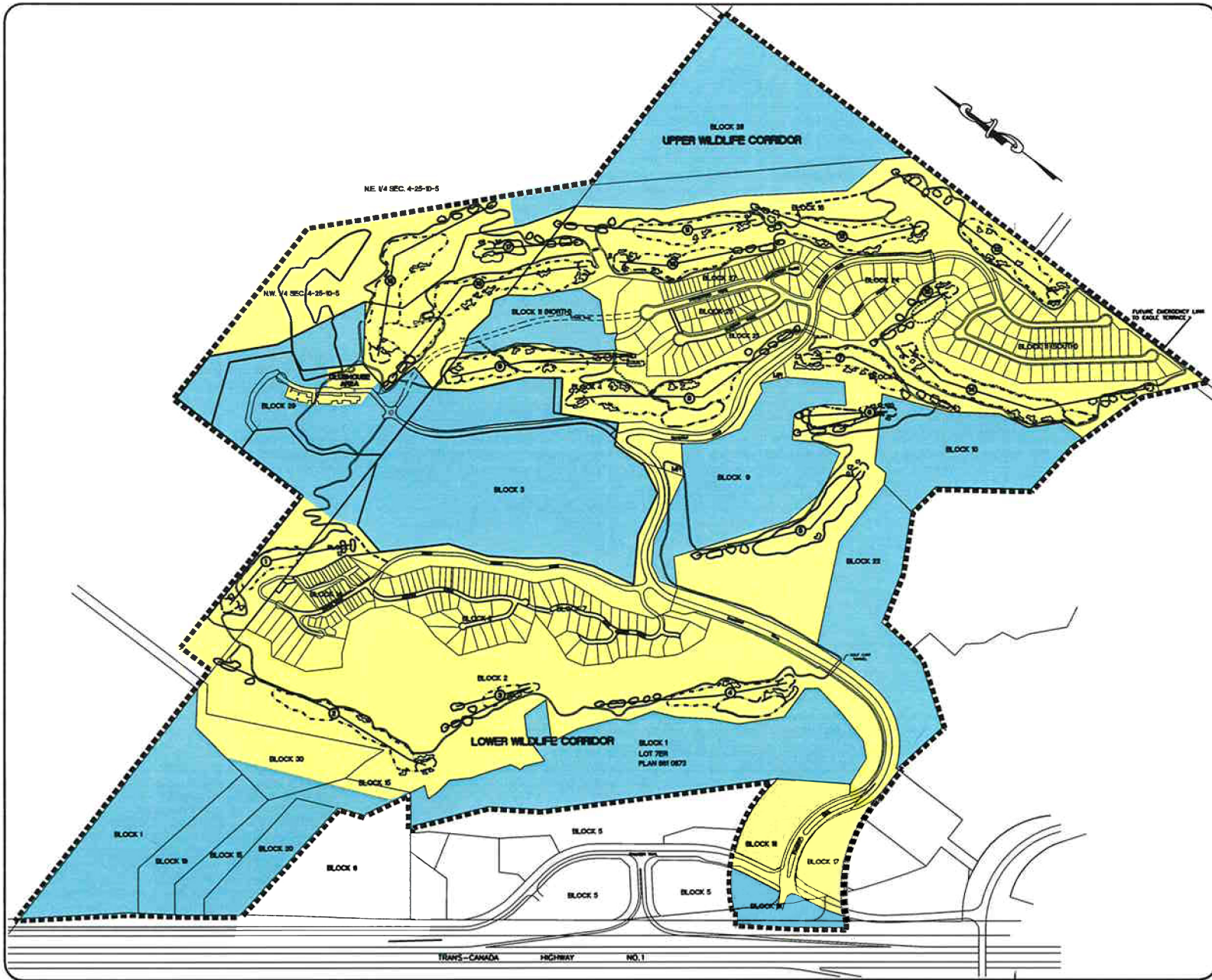
TOWN OF CANMORE

LEGEND

■ ■ ■ ■ ASP BOUNDARY

**SILVERTIP
AREA STRUCTURE
PLAN**

**MAP 1
LOCATION
PLAN**



TOWN OF CANMORE

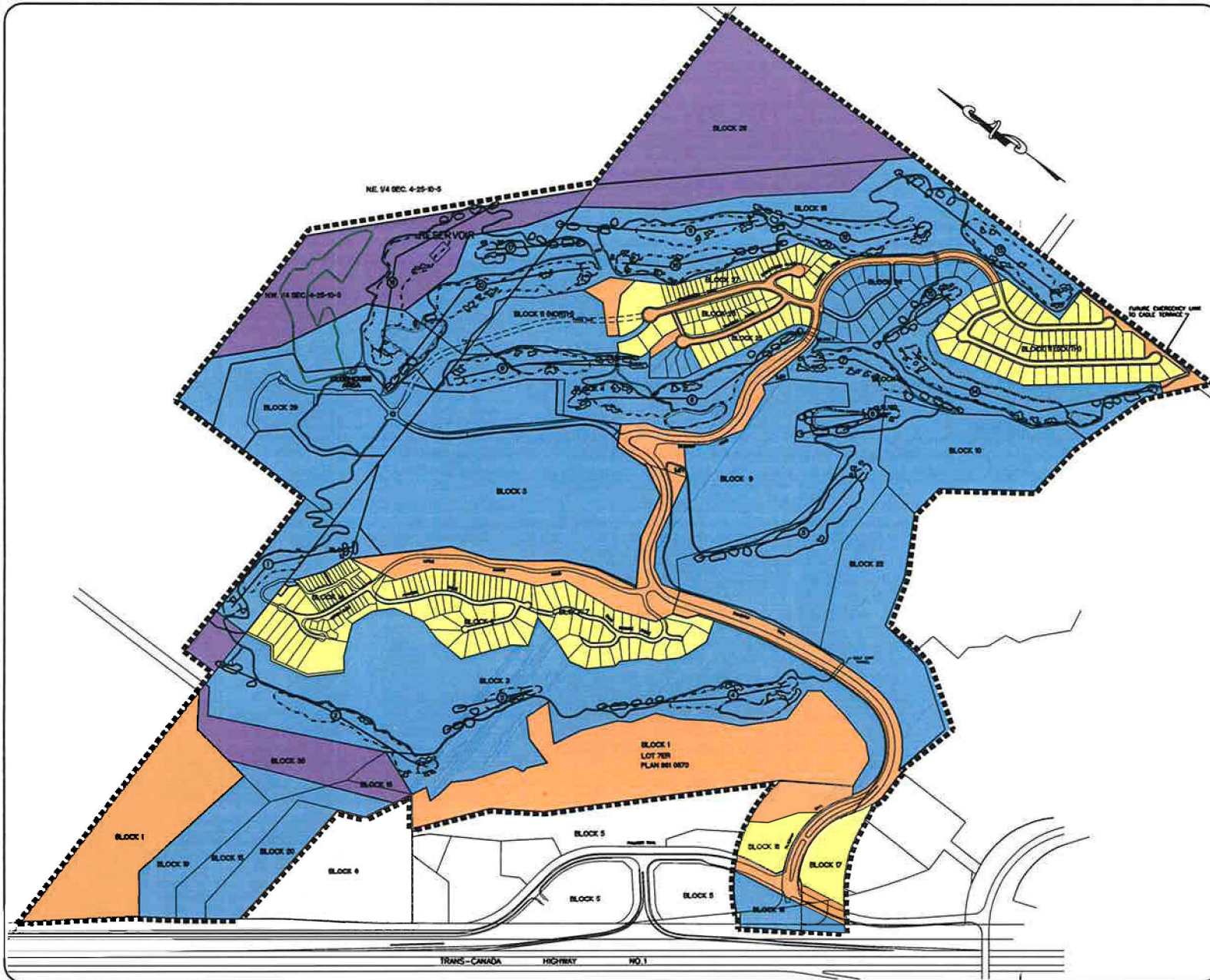
LEGEND

- ASP BOUNDARY
- UNDEVELOPED AREAS
- ESTABLISHED AREAS

SILVERTIP
AREA STRUCTURE
PLAN



MAP 2
AREA
STRUCTURE
PLAN

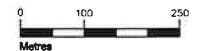


TOWN OF CANMORE

LEGEND

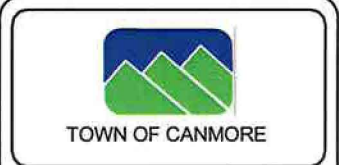
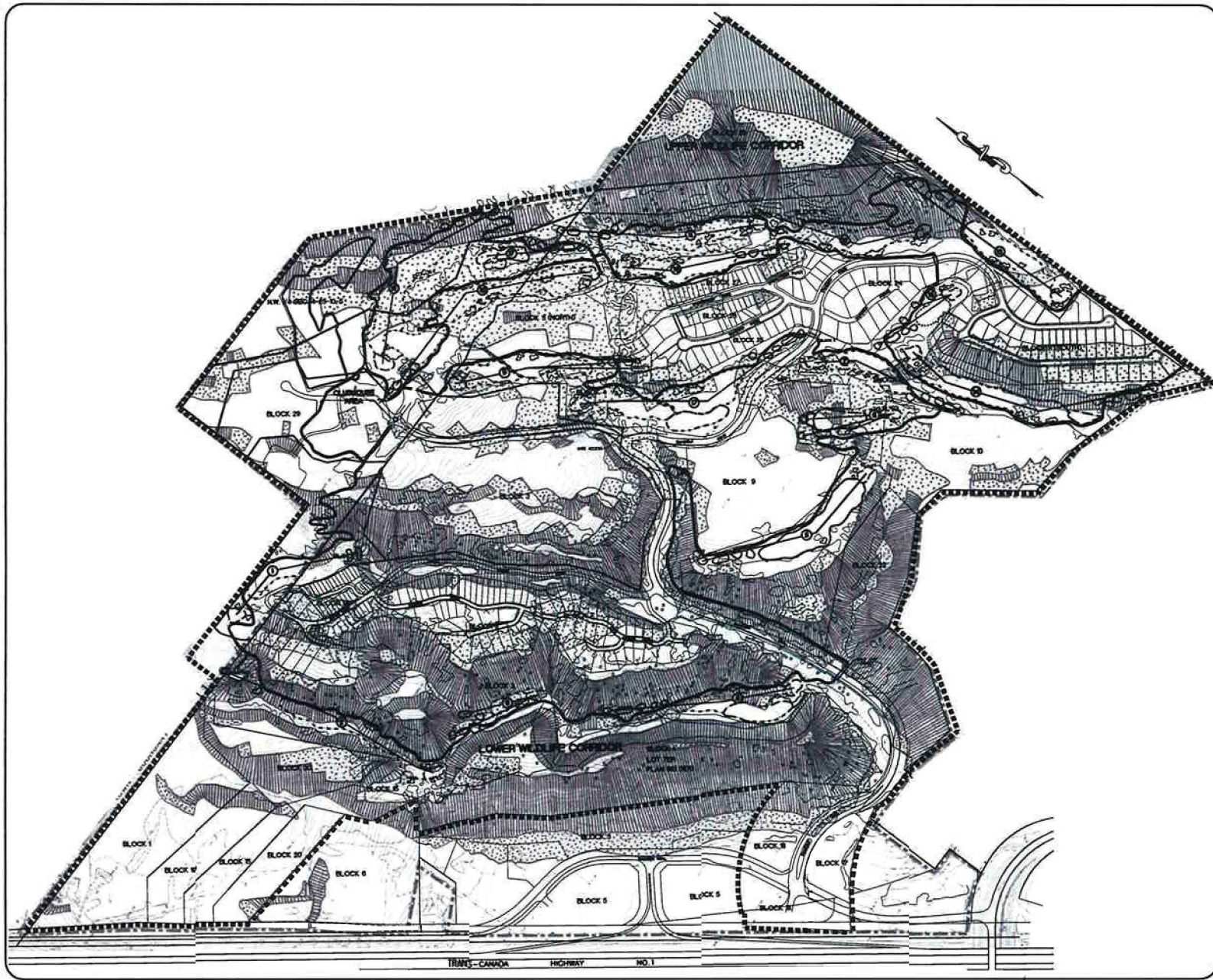
- ASP BOUNDARY
- Orange TOWN OF CANMORE
- Blue STONE CREEK PROPERTIES
- Purple PROVINCE OF ALBERTA
- Yellow PRIVATE OWNERS

**SILVERTIP
AREA STRUCTURE
PLAN**



MAP 3

OWNERSHIP



LEGEND

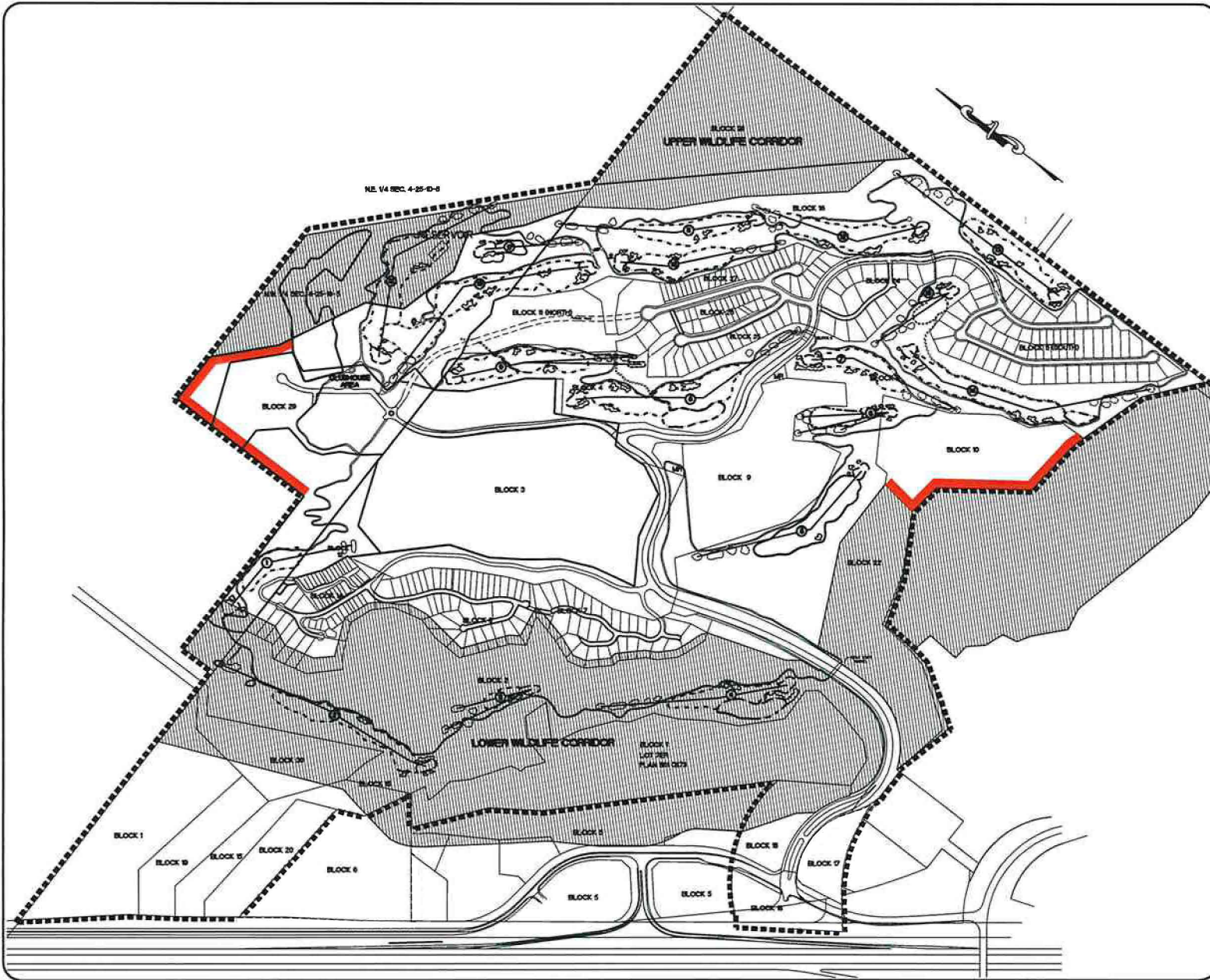
- ASP BOUNDARY
- 0-15%
- ▨ 15-22%
- ▩ >22%

**SILVERTIP
AREA STRUCTURE
PLAN**

0 100 250
Metres

MAP 4

**SLOPE
ANALYSIS**

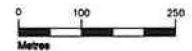


TOWN OF CANMORE

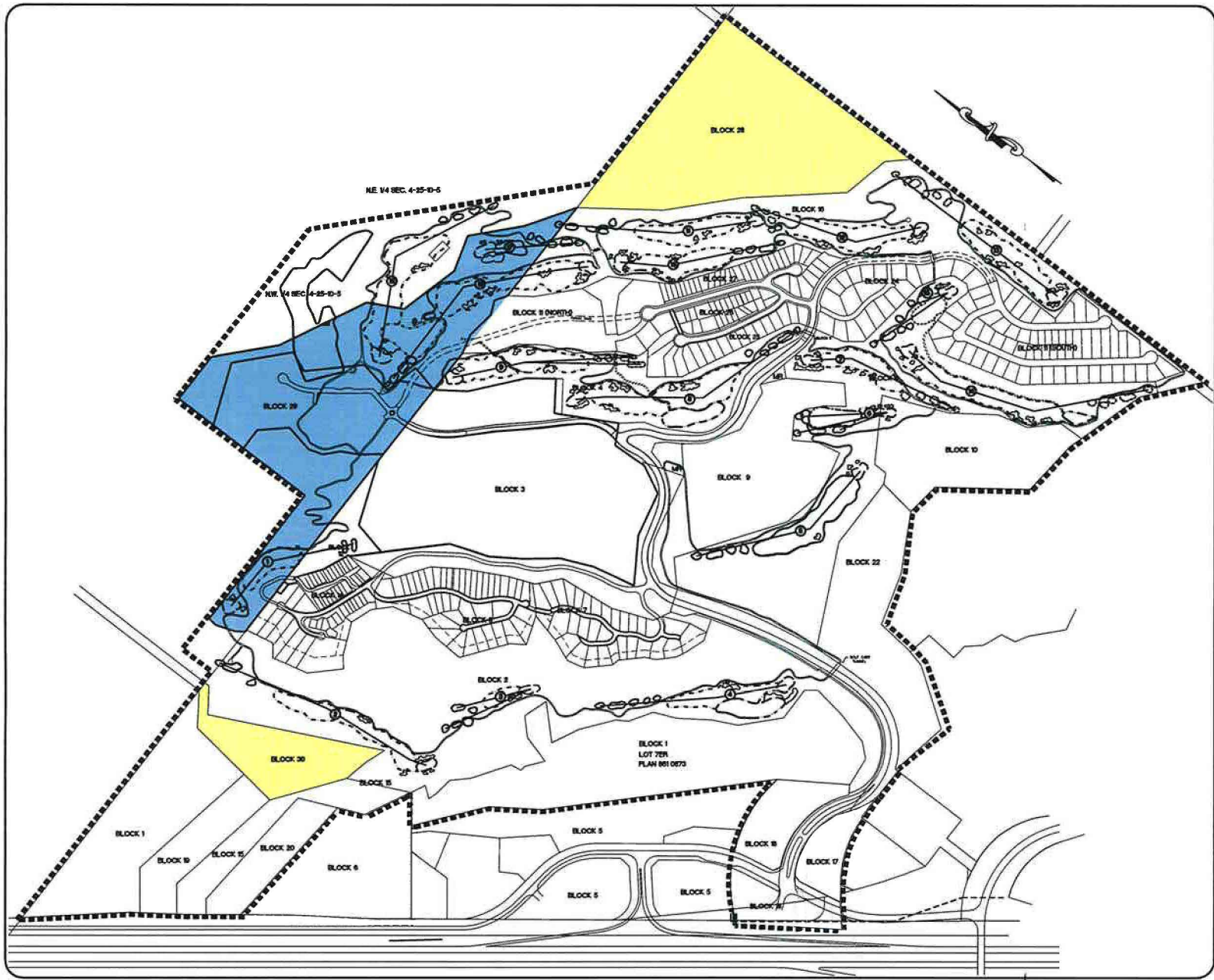
LEGEND

- ASP BOUNDARY
- ▨ WILDLIFE CORRIDORS
- EIS REQUIRED

**SILVERTIP
AREA STRUCTURE
PLAN**



**MAP 5
WILDLIFE
CORRIDORS**

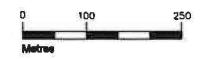


TOWN OF CANMORE

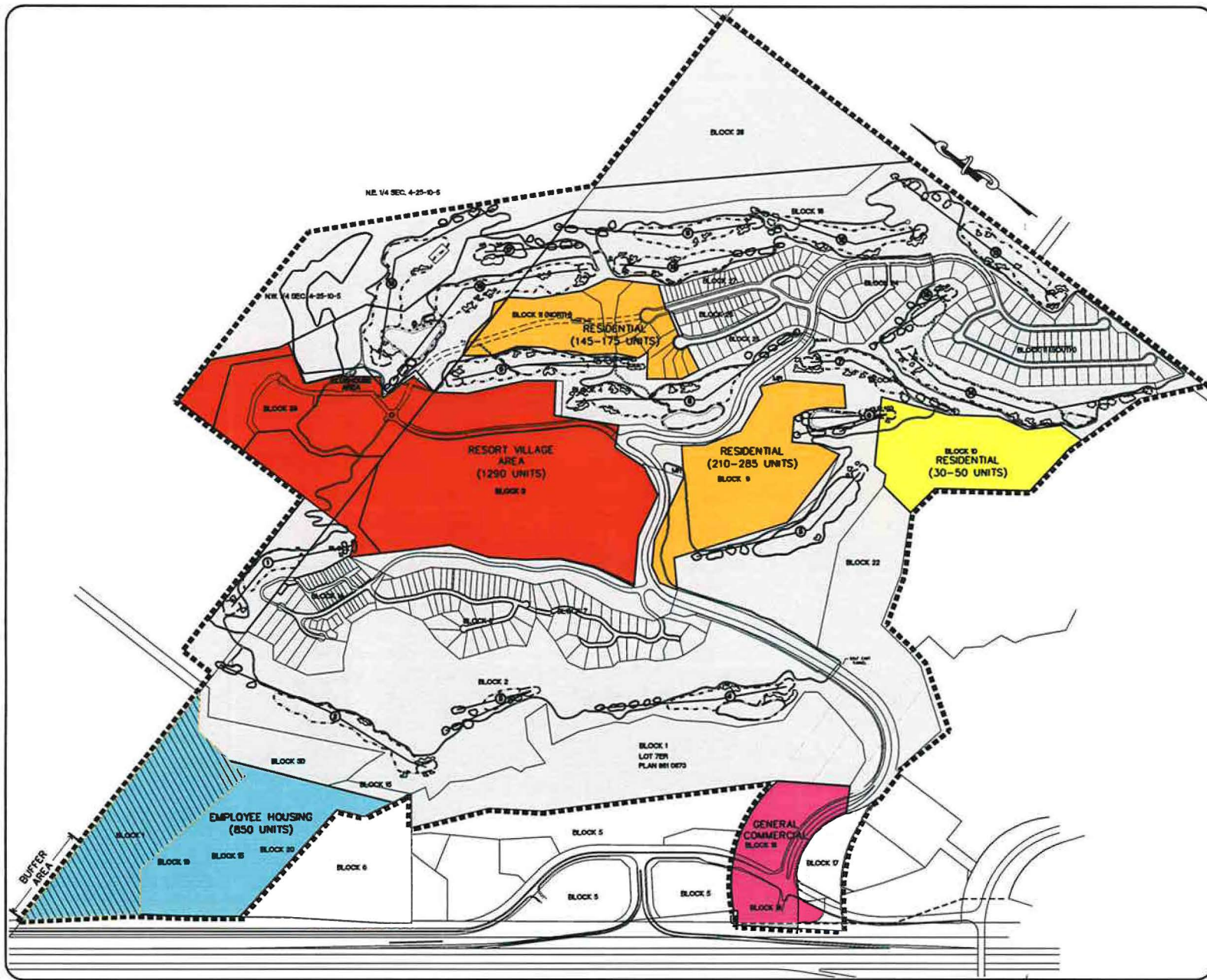
LEGEND

- ASP BOUNDARY
- PROVINCE TO SCPI
- SCPI TO PROVINCE

**SILVERTIP
AREA STRUCTURE
PLAN**



**MAP 6
LAND EXCHANGE**



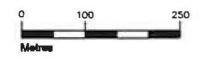
TOWN OF CANMORE

LEGEND

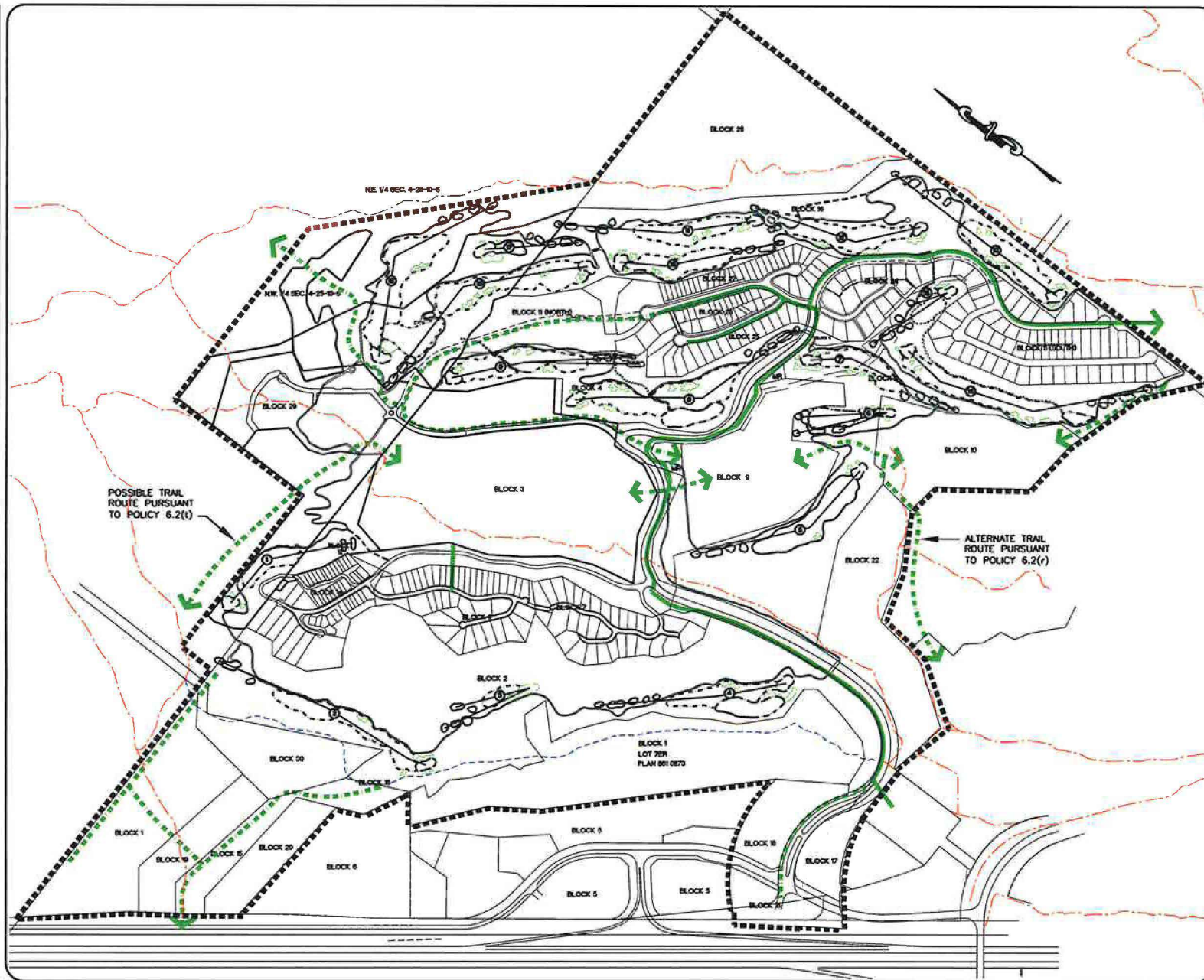
- ASP BOUNDARY
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- EMPLOYEE HOUSING GENERAL RESIDENTIAL
- EMPLOYEE HOUSING FOR THE RESORT VILLAGE
- RESORT COMMERCIAL
- GENERAL COMMERCIAL
- ESTABLISHED AREAS

MAP REFLECTS PROPOSED LAND USE AND UNIT DISTRIBUTION AT TIME OF ASP ADOPTION IN OCTOBER, 2007

SILVERTIP
AREA STRUCTURE
PLAN



MAP 7
LAND USE
AND
UNIT DISTRIBUTION

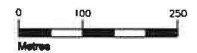


TOWN OF CANMORE

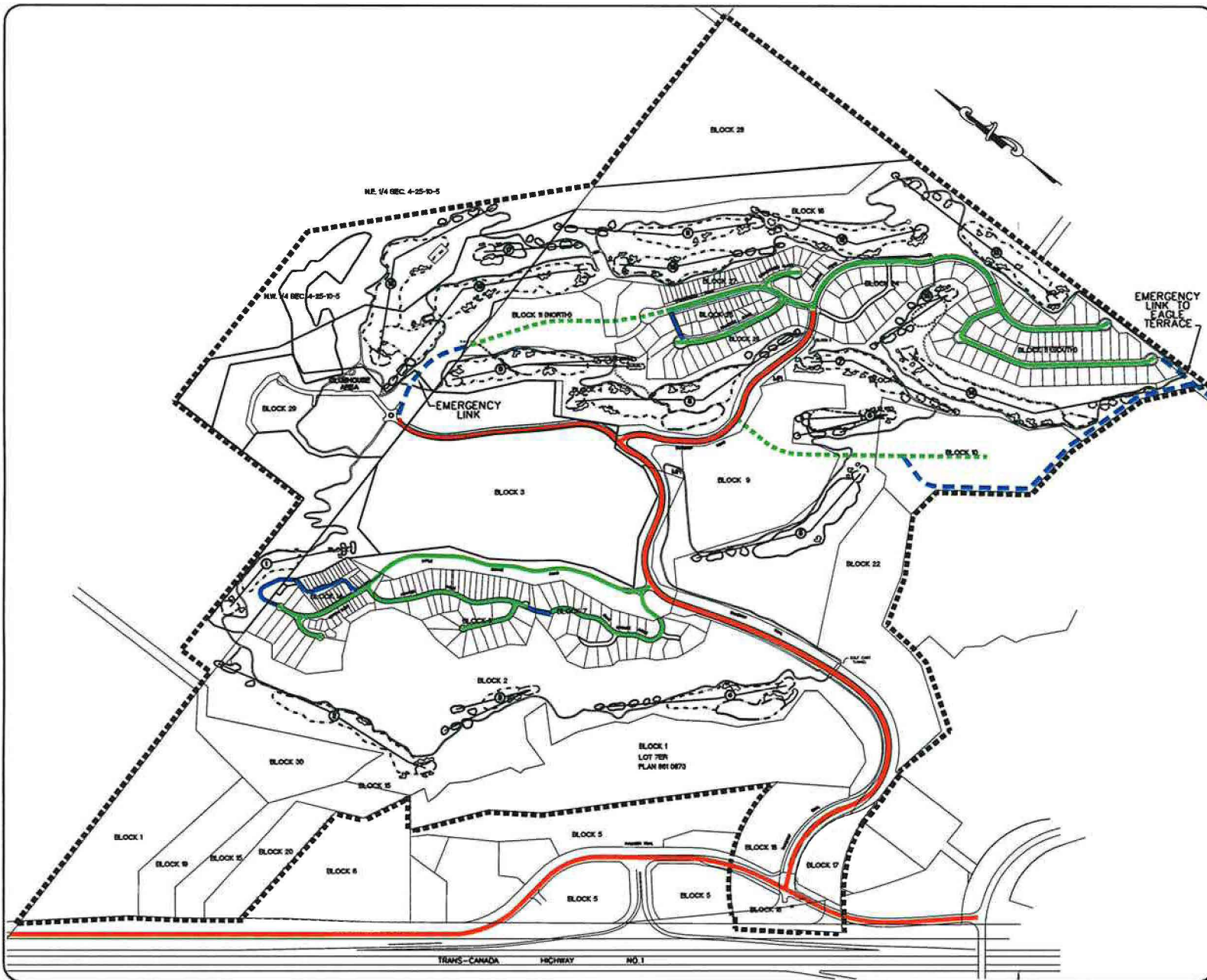
LEGEND

- ASP BOUNDARY
- EXISTING TRAILS
- - - PROPOSED TRAILS
- - - EXISTING PROVINCIAL RECOGNIZED TRAILS
- - - SEASONAL TRAILS

**SILVERTIP
AREA STRUCTURE
PLAN**



**MAP 8
TRAILS
SYSTEM**



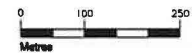
TOWN OF CANMORE

LEGEND

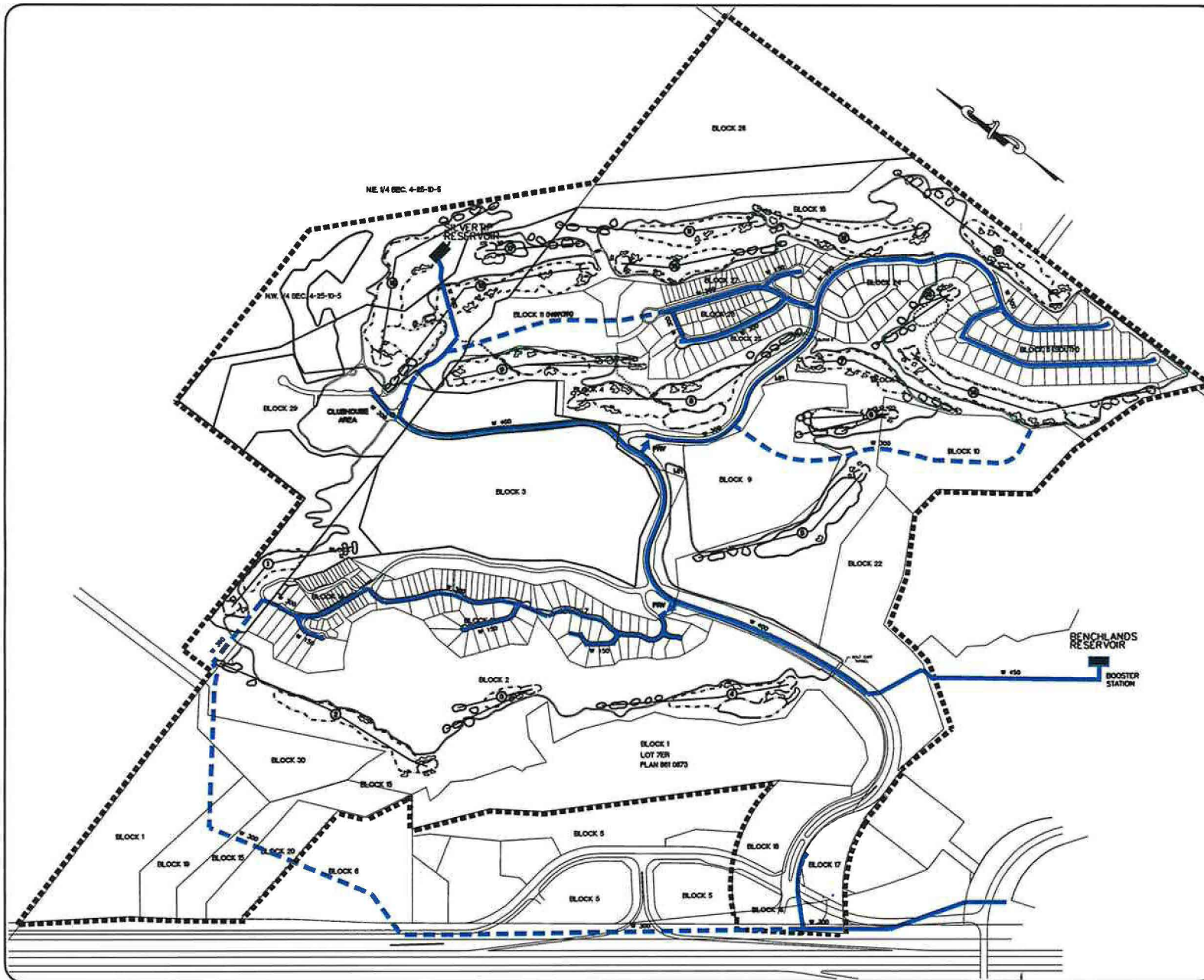
- ASP BOUNDARY
- MAIN ACCESS ROADWAY (EXISTING)
- LOCAL ROADWAY (EXISTING)
- - - LOCAL ROADWAY (FUTURE)
- EMERGENCY ACCESS ROUTES (EXISTING)
- - - EMERGENCY ACCESS ROUTES (FUTURE)

NOTE:
ALIGNMENT OF FUTURE
ROADWAYS ARE APPROXIMATE ONLY

**SILVERTIP
AREA STRUCTURE
PLAN**



**MAP 9
ROADWAY
SYSTEM**



LEGEND

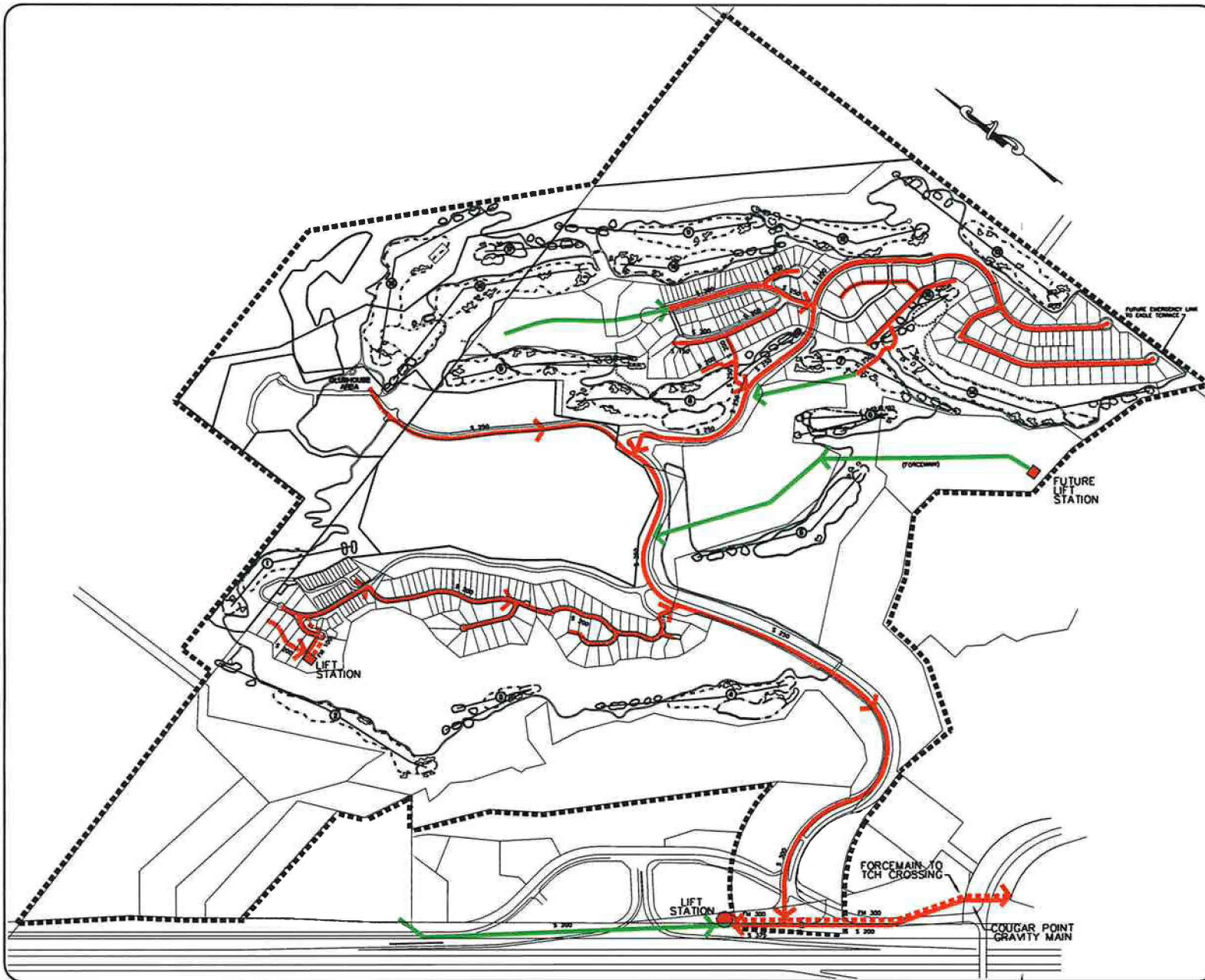
- ASP BOUNDARY
- WATERMAINS (EXISTING)
- - - WATERMAINS (FUTURE)

NOTE:
ALIGNMENT OF FUTURE
WATERMAIN IS APPROXIMATE ONLY

**SILVERTIP
AREA STRUCTURE
PLAN**

0 100 250
Metres

**MAP 10
WATER
SERVICES**



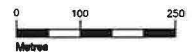
TOWN OF CANMORE

LEGEND

- ASP BOUNDARY
- SANITARY SEWER (EXISTING)
- SANITARY SEWER (FUTURE)
- - - - SANITARY FORCEMAIN (EXISTING)

NOTE:
ALIGNMENT OF FUTURE SANITARY SEWER IS APPROXIMATE ONLY

**SILVERTIP
AREA STRUCTURE
PLAN**



MAP 11
SANITARY SERVICES

Exerpt from Silvertip Area Structure Plan Bylaw 38-2007
Section 1.3

The portions of Silvertip which are identified as Established Areas on Map No. 2 and do not form part of the policy sections of this Plan include:

- Block 7 (Blue Grouse Ridge);
- Block 8 (Juniper Ridge);
- Block 14 (Aspen Glen);
- Block 17 (Silvertip Trail)
- Block 24 (proposed subdivision in progress);
- Block 25 (Silvertip Ridge);
- Block 26 (Stonecreek Road);
- Block 27 (Silvertip Road);
- the golf course, clubhouse and ancillary facilities; and
- the wildlife corridors.

Areas which have yet to be developed and are subject to the policy provisions of this plan are identified as Undeveloped Areas on Map No. 2, and include:

- Block 1;
- Block 3;
- ~~Block 6;~~
- Block 9;
- Block 10;
- Block 11;
- Block 15;
- Block 18;
- Block 19;
- Block 21;
- Block 22; and
- Clubhouse lands (a portion of the N ½ 4-25-10-W5M).



Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** G-2

TO: Council

SUBJECT: Land Use Bylaw Amendment 2023-20 and Amendments to Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw Amendment 2023-28 – Development Authority and Canmore Planning Commission

SUBMITTED BY: Eric Bjorge, Planning Technician

RECOMMENDATION:

- (1) That Council give first reading to Bylaw 2023-20 Land Use Bylaw Amendment – Canmore Planning Commission Authority and Referrals and schedule a public hearing for September 5, 2023, and
- (2) That Council give first reading to Bylaw 2023-28 Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw Amendment – Development Authority and Canmore Planning Commission.

EXECUTIVE SUMMARY

The purpose of the proposed Land Use Bylaw (LUB) amendments is to provide clarity on what type of development permit applications are referred to Canmore Planning Commission (CPC) for decision. In addition, housekeeping amendments have been proposed which relate to the establishment of the various development authorities, to eliminate overlap with the Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw 2019-07 (Development Authority Bylaw). Specifically, the proposed amendments address the following:

- Applications which include a variance between 11% and 20% to certain LUB standards will be referred to CPC for decision;
- Applications which include a variance to the Town’s Community Architectural and Urban Design Standards will be referred to CPC for decision;
- Specified criteria for case-by-case referral to CPC by the development officer in situations where there is a lack of clear policy direction or present questions of interpretation of an approved statutory plan or regulation contained within the LUB;
- Amendments to previous decisions of the CPC must be referred back to CPC for review and decision; and
- Removal of references to the development officer or Canmore Planning Commission being established as development authorities through the LUB, as this is more appropriately addressed in the Development Authority Bylaw.

The proposed amendments to the Development Authority Bylaw 2019-07 harmonize the bylaw with the proposed LUB amendments, and correct existing areas of overlap and inconsistency with the LUB. The amendments draw a clearer distinction between the Development Authority Bylaw’s purpose in establishing the various development authorities, and the LUB establishing the duties and functions of the development authorities.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

The Town of Canmore Strategic Plan 2023-2026 includes goals around Relationships and Community Engagement.

The Municipal Development Plan (2016-03) provides high-level guidance regarding the role of committees in Town decision-making processes.

The Land Use Bylaw (2018-22) outlines the duties and responsibilities of the two primary development authorities for development permits within the Town of Canmore, the development officer and the Canmore Planning Commission.

The Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw (2017-07) establishes the Canmore Planning Commission, its membership, structure, and procedure.

The Town’s Public Participation Policy provides policy direction regarding opportunities for public participation, including in-person and written participation in public meetings such as Canmore Planning Commission meetings.

DISCUSSION

The framework for decision making regarding the use and development of land and buildings in Alberta is established under section 623 of the Municipal Government Act, which states that *a council must, by bylaw, provide for ... a development authority to exercise development powers on behalf of the municipality.* The Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw (2017-07) establishes the three development authorities in Canmore:

1. The chief administrative officer;
2. The Canmore Planning Commission; and
3. Council.

Section 5 of the same bylaw states the *“chief administrative officer shall, in writing, delegate the powers and duties of the development authority to any employee or employees of the municipality considered qualified, with those employee(s) to be known as the development officers.”*

Section 1.13 of the Land Use Bylaw (LUB) further identifies which development permit applications are decided on by each of the three development authorities. The development officer has the authority to decide on most development permit applications. Apart from administrative staff, most of the Planning and Development staff act in the capacity of development officer in their day-to-day work. The development officer also has the discretion to refer any application, as well as any planning or development matter for review, support, advice, or decision to CPC.

The CPC has the authority to consider more substantial variances to certain regulations within the LUB (e.g., minimum building setbacks, maximum building height, maximum site coverage). Decision making authority

within direct control districts rests with either the CPC or Council, depending on the specific direct control district. The breakdown of the development authorities in the 39 direct control districts is provided in Table 1 below. Where there is more than one development authority listed in a district, typically Council or CPC is the authority for larger developments, with the development officer being the authority for smaller developments.

Table 1: Development Authority with Direct Control Districts	
Development Authority	Number of Direct Control Districts
Development Officer	9
Canmore Planning Commission	7
Council	2
Council and Development Officer	15
Canmore Planning Commission and Development Officer	3
Council, Canmore Planning Commission, and Development Officer	3

Current Approach

Historically, development permit applications which were deemed to have a larger than average public impact have been referred to the CPC for decision on a case-by-case basis. This typically involved all medium to large scale commercial proposals, all industrial or institutional uses, and development proposals located within the Town Centre. This approach was taken because the CPC process provides an opportunity for public involvement in a way development officer decisions do not. The level of public participation in development officer decisions ranges from no notification (for permitted uses with no variances), to notices of application and decision posted on-site with an opportunity for questions and feedback. The broad community membership of CPC inserts a broader representation of perspectives directly into the decision-making process. However, the discretionary case-by case aspect of CPC referrals presents uncertainty for developers, Town staff, the public, and the CPC itself, as to which applications CPC can be expected to decide on.

Determining the appropriate development authority for different types of development permit applications requires a balance between public participation and efficiency in processing times. The Canmore Planning Commission provides a valuable decision-making process that allows for input and participation within a public forum. However, such a process does extend decision times, and thereby affects project scheduling for applicants. The proposed changes support a broader Town effort to provide clarity and predictability for applicants and for the public regarding what development matters they can directly participate in and how and when they can provide meaningful feedback during the development application process.

A clarified role for CPC supports the Municipal Development Plans policies of using committees as sources of information and recommendations for the Town’s land use planning and decision-making process (policy 17.1.5). The changes would also support Council’s strategic goal around Relationships by clarifying opportunities for meaningful, two-way public engagement.

Proposed Changes

In an effort to provide clarity of expectations and approval process for all parties involved, administration has undertaken a review of section 1.13 “Development Authority – Duties and Responsibilities” in the LUB and identified some key changes and clarifications.

1. Retain the authority for a Development Officer to refer an application to CPC, but clarifying the specific circumstances when this would occur.

Proposed LUB Amendment:

1.13.1.2 The Development Officer may:

- a. Refer to the Canmore Planning Commission for its consideration and decision, any Development Permit applications which, in the opinion of the Development Officer involves:*
 - i. a lack of policy direction from approved statutory plans, or*
 - ii. questions of interpretation of an approved statutory plan or this Bylaw;*

While these proposed amendments generally attempt to provide certainty and clarity regarding which development applications will be decided by CPC, there is still a need for some level of discretion to refer applications to CPC where there is a policy question or issue of interpretation, or a general need for an increased level of public input.

For example, if there is a question regarding a specific development proposal’s alignment with an approved Area Redevelopment Plan (ARP), Area Structure Plan (ASP), the Municipal Development Plan or Land Use Bylaw, insufficient existing policy direction, the development officer could choose to refer that application to CPC for consideration.

2. Add new criteria that any proposed variance to the Town’s Community Architectural and Urban Design Standards will be referred to CPC for decision, unless otherwise specified in district specific regulations.

Proposed LUB Amendment:

1.13.2.1: The Canmore Planning Commission shall act as the Development Authority and decide the following Development Permit applications:

...

b. Applications which include a proposed variance to the Community Architectural and Urban Design Standards found in section 11 of this Bylaw, unless otherwise stated in specific Land Use District regulations.

Currently, variances to Architectural and Urban Design Standards are within a development officer’s authority. This can include, for example, landscaping, building materials, building orientation, and the location of parking areas. Variance requests, in general, are time-consuming to process and can be controversial. Shifting authority for these types of variances will aid in reinforcing compliance with the Land Use Bylaw as applicants may choose to avoid the lengthier CPC approval process and instead submit a compliant application for development officer approval. Requiring applicants to justify their variance request in the public setting of a CPC meeting also provides more transparency and a greater opportunity for public input.

3. Clarify that any proposed variances between 11% and 20% of the LUB standards listed in section 1.14.1.1 will be referred to CPC for decision, unless otherwise specified in district specific regulations.

Proposed LUB Amendment:

1.13.2.1 The Canmore Planning Commission shall act as the Development Authority and decide the following Development Permit applications:

...

c. Applications which propose a variance between 11% and 20% to the items listed in section 1.14.1.1., unless otherwise stated in specific Land Use District regulations.

This is not a change from the current procedure but clarifies the roles of development authorities for variance requests. Development standards such as maximum building height and required setbacks from property lines are limited to a maximum 10% variance under a development officer’s authority, while other variances have unlimited discretion. The Canmore Planning Commission has the authority to consider variances of up to 20%, with unlimited discretion on other variances. This approach helps to encourage Land Use Bylaw compliance in development permit applications and requires applicants requesting larger variances to justify their request through the public forum of a CPC meeting.

Direct control districts provide unique development standards for the given site and often include expanded variance authority in order to achieve the goals for the prescribed area, which overrides the variance powers within the general regulations section of the LUB.

4. Clarifying the development officer’s lack of authority to approve amendments to applications approved at CPC.

Proposed LUB Amendment:

1.13.2.1 The Canmore Planning Commission shall decide upon the following Development Permit applications:

...

e. Applications which amend any aspect of a decision previously made by the Canmore Planning Commission.

A development officer can consider a minor amendment to a development permit after approval if it is generally consistent with the approval and if the original decision was made by a development officer. A major amendment requires a new application. With decisions of the CPC, administration is unable to approve any amendment to an approved development permit, regardless of scale or impact. A development officer cannot presume to know what the Canmore Planning Commission would consider to be minor or what elements were key in their decision making. Determining criteria for what constitutes a “minor amendment” is extremely difficult and inherently requires discretion. For that reason, administration is recommending that any proposed amendment to approved plans or conditions of approval for an application which has been approved by CPC, must be brought forward for consideration by CPC.

The remaining amendments are of a housekeeping nature and include:

- a. A correction of the relevant purpose of the LUB to “provide for the functions and duties of persons or offices established as a municipal Development Authority, including the Development Officer, and the Canmore Planning Commission” (section 1.2.0.2.c). This section currently states a purpose of establishing the offices of the development authority, which is incorrect as this occurs through the Development Authority Bylaw.
- b. Clarifying wording in section 1.13.1.1 of the LUB regarding the appointment of development officers to align with the Development Authority Bylaw.
- c. Adjustments of LUB wording for clarity and consistency with the Development Authority Bylaw.
- d. Adjustments to the Development Authority Bylaw to include a development officer within the definition of development authority, remove duplicate provisions found in the LUB, and cross reference to the LUB regarding the duties of the CPC.

ANALYSIS OF ALTERNATIVES

1. Status Quo

This option is not recommended due to the current lack of clarity and discretionary nature of deciding which applications fall under CPC authority for decision. This creates uncertainty on the part of the public and development industry regarding the approval process for different development types, creating potential delays in project commencement and frustration by members of the public who have a desire for greater participation in the process.

2. All Discretionary Uses go to CPC

In some municipalities, discretionary uses are referred to planning commissions for decision. For example, in Banff all discretionary uses are referred to their planning commission. This is not recommended due to the large increase in applications which would go to CPC for decision as a result, including many routine applications like Detached Dwellings and Home Occupations. In Cochrane, each Land Use District specifies which discretionary uses are to be decided by the CPC. This approach would require further detailed review and is not recommended at this time.

3. Disband Canmore Planning Commission as a Development Authority

Not every Alberta municipality has a Planning Commission (see Table 2).

Table 2 – Sample list of municipal Planning Commissions	
Municipality	Has a Planning Commission
Calgary	Yes
Cochrane	Yes
Banff	Yes
Red Deer	Yes
Airdrie	Yes
Brooks	Yes
Sylvan Lake	Yes
Chestermere	Yes
Okotoks	Yes
Drumheller	Yes
Cold Lake	Yes
Lacombe	Yes
Edmonton	No
Lethbridge	No
Camrose	No
Beaumont	No
Spruce Grove	No
Wetaskiwin	No
St. Albert	No
Lloydminster	No
Grande Prairie	No
Fort Saskatchewan	No
Stony Plain	No
Strathmore	No

The City of Calgary, Town of Cochrane and Town of Banff do. However, the City of Edmonton, Town of Strathmore, and City of Fort Saskatchewan for example, do not have a planning commission as a development authority. Instead, the development officer decides on all development permit applications. Administration acknowledges that the Canmore Planning Commission adds value to the decision-making process by allowing for additional professional and public perspectives to influence decision making and provides a public forum for such decisions to take place within.

Disbanding the Canmore Planning Commission is an option Council could consider. The Town does have qualified professional staff who are already reviewing the proposals being considered by the CPC and providing a recommendation. Standard practices regarding public notification of an application, opportunities for feedback and notice of decisions would still be carried out. There would be some efficiencies gained by disbanding CPC, in that staff would not have to prepare reports for CPC’s consideration nor coordinate the meetings and agenda packages for meetings. This would result in decisions being rendered sooner. There would also be some cost savings by not having to remunerate CPC members for their time in attending

meetings. There would be no additional risks posed to the Town if administration rendered decisions instead of the Canmore Planning Commission.

FINANCIAL IMPACTS

There are no additional costs to implement the proposed amendments. By clearly stating what applications go to CPC, applicant’s can make more informed decisions regarding their proposals. Since time is often a key factor in development and construction, the proposed approach is intended to encourage greater compliance at the outset, and therefore potentially reduce the need for applications to go to CPC at all. There will always be applications that have unique elements that require a broader consideration, so while the proposed amendments may decrease the number of meetings, it is not anticipated that they will significantly increase the number of CPC meetings each year, and therefore will not increase staff or other resource requirements.

STAKEHOLDER ENGAGEMENT

The proposed changes were initially circulated to BOWDA for feedback. Their response letter is included in Attachment 2. Administration’s response to the letter is in Attachment 3. Their feedback has been incorporated where possible and practical.

ATTACHMENTS

- 1) Excerpt from Revised Land Use Bylaw 2018-22 REDLINE
- 2) Land Use Bylaw Amendment 2023-20 Canmore Planning Commission Authority and Referrals
- 3) Development Authority Bylaw 2019-07 REDLINE
- 4) Development Authority Amendment 2023-28
- 5) BOWDA Response to Request for Feedback
- 6) Administration’s Response to BOWDA

AUTHORIZATION

Submitted by:	Eric Bjorge Planning Technician	Date:	<u>June 30, 2023</u>
Approved by:	Lauren Miller Manager of Planning and Development	Date	<u>July 11, 2023</u>
Approved by:	Whitney Smithers General Manager of Municipal Infrastructure	Date:	<u>July 24, 2023</u>
Approved by:	Scott McKay Acting Chief Administrative Officer	Date:	<u>August 9, 2023</u>

Excerpt from Revised Land Use Bylaw 2018-22 - REDLINE

1.2 PURPOSE

- 1.2.0.2 Specifically, this Bylaw, in accordance with provisions of the Municipal Government Act (“the Act”), amongst other things:
- a. Divides the Town of Canmore into districts;
 - b. Prescribes and regulates for each district the purpose for which land or buildings may be used and the design of sites and buildings;
 - ~~c. Establishes the office of the~~ Provides for the functions and duties of persons or offices established as a municipal Development Authority, including the Development Officer, and the Canmore Planning Commission;
 - d. Establishes a method of making decisions on applications for Development Permits including the issuing of Development Permits; and
 - e. Prescribes notification procedures.

1.13 DEVELOPMENT AUTHORITY - DUTIES AND RESPONSIBILITIES

1.13.1 Development Officer

- 1.13.1.1 ~~A Development Officer is hereby established and one or more employees of the Town of Canmore shall be appointed as Development Officer. The Development Officer shall:~~ Town of Canmore employees to whom the chief administrative officer has delegated the powers and duties of the Development Officer shall:
- a. Advise, assist, and provide recommendations to the Canmore Planning Commission and Council, where applicable, in regard to the planning of orderly and economical development;
 - b. Receive and process all applications for Development Permits and subdivision applications;
 - c. Consider and decide upon Development Permit applications, unless ~~the application is referred to~~ the Canmore Planning Commission or Council ~~is the Development Authority for the application as provided by in accordance with~~ this Bylaw;
 - d. Sign and issue all Development Permits;
 - e. Refer for comment, applications for Development Permit or subdivision applications to those authorities and agencies prescribed within the Subdivision and Development Regulations;
 - f. Perform such duties as established by Council to enforce this Bylaw in conformance with the Act;
 - g. Keep and maintain for the inspection of the public during office hours, a copy of this Bylaw and all amendments thereto and ensure that copies of same are available to the public at a cost established by Resolution of Council;
 - h. Make available for inspection by the public during office hours a register of all applications for Development Permits and the decisions made thereon; and
 - i. Collect fees according to a schedule established by Resolution of Council.
- 1.13.1.2 The Development Officer may:
- a. Refer to the Canmore Planning Commission for its consideration and decision, ~~any~~

Development Permit applications ~~for Discretionary Uses or any other development applications~~; which, in the opinion of the Development Officer involves:

- i. a lack of policy direction from approved statutory plans, or
- ii. questions of interpretation of an approved statutory plan or this bylaw;

b. Refer any other planning or development matter to the Canmore Planning Commission for its review, support, or advice; and

c. Complete an office consolidation of this Bylaw and any amendments thereto.

1.13.1.3 The Development Officer is a Designated Officer in accordance with the Act for the purposes of this Bylaw.

1.13.2 Canmore Planning Commission

1.13.2.1 The Canmore Planning Commission ~~is hereby authorized to decide upon all Development Permit applications referred to it by a Development Officer including Development Permit applications for lands designated Direct Control District where such district(s) identify the Canmore Planning Commission as the Development Authority~~ shall act as the Development Authority and decide the following Development Permit applications:

- a. Applications which include a proposed variance to the Community Architectural and Urban Design Standards found in section 11 of this bylaw, unless otherwise stated in specific Land Use District regulations;
- b. Applications which propose a variance between 11% and 20% to the regulations listed in section 1.14.1.1., unless otherwise stated in specific Land Use District regulations;
- c. Applications referred to it by the Development Officer pursuant to section 1.13.1.2.a; and
- d. Applications which amend any aspect of a decision previously made by the Canmore Planning Commission.

BYLAW 2023-20

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
AMEND REVISED LAND USE BYLAW 2018-22**

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

TITLE

- 1 This bylaw shall be known as the Land Use Bylaw Amendment – Canmore Planning Commission Authority and Referrals.

INTERPRETATION

- 2 Words defined in revised Land Use Bylaw 2018-22 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Revised Land Use Bylaw 2018-22 is amended by this bylaw.
- 4 Section 1.2.0.2 c. is amended by striking out “Establishes the office” and substituting “Provides for the functions and duties of persons or offices established as a municipal”.
- 5 Section 1.13.1.1 is amended by striking out “A Development Officer is hereby established and one or more employees of the Town of Canmore shall be appointed as Development Officer. The Development Officer shall:” and substituting “Town of Canmore employees to whom the chief administrative officer has delegated the powers and duties of the Development Officer shall:”
- 6 Section 1.13.1.1 c. is amended by striking out “the application is referred to”, adding “is the Development Authority for the application as provided by” after “Council”, and striking out “in accordance with”.
- 7 Section 1.13.1.2 a. is amended
 - a) by striking out “for Discretionary Uses or any other development applications;” and substituting “which, in the opinion of the Development Officer involves:” and
 - b) by adding the following subsections:
 - i. a lack of policy direction from approved statutory plans, or
 - ii. questions of interpretation of an approved statutory plan or this bylaw;
- 8 Section 1.13.2.1 is amended
 - a) by striking out “is hereby authorized to decide upon all Development Permit applications referred to it by a Development Officer including Development Permit applications for lands

designated Direct Control District where such district(s) identify the Canmore Planning Commission as the Development Authority” and substituting “shall act as the Development Authority and decide the following Development Permit applications:” and

- b) by adding the following subsections:
 - a. Applications which include a proposed variance to the Community Architectural and Urban Design Standards found in section 11 of this bylaw, unless otherwise stated in specific Land Use District regulations;
 - b. Applications which propose a variance between 11% and 20% to the regulations listed in section 1.14.1.1., unless otherwise stated in specific Land Use District regulations;
 - c. Applications referred to it by the Development Officer for the reasons stated in section 1.13.1.2.a.; and
 - d. Applications which amend any aspect of a decision previously made by the Canmore Planning Commission.

ENACTMENT/TRANSITION

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

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

FIRST READING:

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Municipal Clerk

Date

BYLAW 2019-07 REDLINE

Office Consolidation Current as of September 7, 2022

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, FOR
THE PURPOSE OF ESTABLISHING A SUBDIVISION AUTHORITY, A
DEVELOPMENT AUTHORITY, AND A MUNICIPAL PLANNING COMMISSION**

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

TITLE

- 1 This bylaw shall be known as the "Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw."

2021-25

INTERPRETATION

- 2 In this bylaw:
 - a) "Act" means the Municipal Government Act, RSA 2000, Chapter M-26, as amended;
 - b) "Commission" means the Canmore Planning Commission of the Town as established by this bylaw (also referred to as a Municipal Planning Commission in the Act);
 - c) "Development Authority" means the Town of Canmore Development Authority as established by this bylaw, and includes the chief administrative officer, a Development Officer, the Canmore Planning Commission, and Council;
 - d) "Member" means a member of the Canmore Planning Commission appointed pursuant to this bylaw;
 - e) "Pecuniary Interest" means pecuniary interest as defined by section 170(1) of the Act;
 - f) "Secretary" means an employee of the Town assigned by the Manager of Planning and Development to act as the Commission Secretary;
 - g) "Town" means the Town of Canmore.
- 3 Where a bylaw references a Town staff position, department or Commission, the reference is deemed to be to the current name that the staff position, department or Commission is known by.

ESTABLISHMENT OF A SUBDIVISION AUTHORITY

- 3.1 A subdivision authority is hereby established to exercise subdivision power and duties on behalf of the Town.

2021-25

- 3.2 The subdivision authority is comprised of the chief administrative officer. 2021-25
- 3.3 The chief administrative officer shall, in writing, delegate the powers and duties of the subdivision authority to any employee or employees of the municipality considered qualified. 2021-25
- 3.4 The authority to grant extensions to the periods of time referred to in Section 657(1) and 657(5) of the Act of as provided by Section 657(6) of the Act is delegated to the subdivision authority. 2022-22

ESTABLISHMENT OF A DEVELOPMENT AUTHORITY

- 4 A development authority is hereby established to exercise development powers and perform duties on behalf of the Town, subject to section 641 of the Act. 2021-25
- 4.1 Pursuant to this bylaw, the powers and duties of the development authority may be carried out by:
- a) ~~a Development Officer as delegated by~~ the chief administrative officer,
 - b) the Canmore Planning Commission, or
 - c) Council.
- 2021-25
- 5 The chief administrative officer shall, in writing, delegate the powers and duties of the development authority to any employee or employees of the municipality considered qualified, with those employee(s) to be known as the Development Officers. 2021-25
- 6 Repealed 2021-25.
- 7 Repealed 2021-25.
- 8 ~~The Development Officer may refer any development permit application to the Canmore Planning Commission for consideration and decision.~~ 2021-25

ESTABLISHMENT OF A MUNICIPAL PLANNING COMMISSION

- 8.1 A municipal planning commission known as the Canmore Planning Commission is hereby established.
- 8.1.1 The Canmore Planning Commission shall decide the development permit applications and review other matters referred to the Canmore Planning Commission under the Land Use Bylaw. 2021-25
- 8.2 In addition to the powers and duties authorized by this bylaw, the Commission may provide advice to Council on any planning matter. 2021-25

COMMISSION MEMBERSHIP AND TERM

- 9 The Commission shall be comprised of a minimum of five and a maximum of seven voting Members:
- a) a minimum of two and a maximum of four Members shall be public members appointed to the Commission by resolution of Council;
 - b) two members of Council shall be appointed by resolution of Council; and
 - c) the general manager of municipal infrastructure, or their designate, who only shall vote only in the event of a tie.
- 2022-22
- 10 Council shall appoint Members at Council’s annual organizational meeting.
- 11 Members shall be appointed for either:
- a) one-year terms that commence on January 1 and end on December 31; or
 - b) two-year terms that commence on January 1 and end on December 31 of the following year.
- 12 The number of consecutive years served by a public Member shall not exceed six.
- 13 Despite section 12, if a public Member reaches the maximum number of years of service, they may conclude the current term for which they have been appointed.

COMMISSION ELIGIBILITY

- 14 To be eligible for public membership on the Commission, a person must:
- a) Repealed 2021-19
 - b) be a resident of Canmore; and
 - c) be at least eighteen years of age.
- 14.1 At least two public Members must
- a) demonstrate a strong working knowledge of Alberta planning legislation, or
 - b) have experience in one or more of the following: planning, planning law, engineering, construction, architecture, landscape architecture or urban design.
- 2022-22
- 15 A public Member is not eligible for continuing a term on the Commission and/or for reapplying for the next subsequent term on that Commission if the public Member:

- a) fails to attend three consecutive meetings of the Commission, unless that absence is caused by illness or is authorized in advance by the chair with notice of and reasons for the Member's absence (the sufficiency of such reasons to be determined by the Chair in their sole discretion); or

2021-25

- a) ceases to meet the eligibility requirements set out in this bylaw.

16 Members of the Subdivision and Development Appeal Board are ineligible to be Members.

2022-22

COMMISSION REMUNERATION

17 Public Members are eligible to claim per diems for attending meetings of the Commission.

2022-22

18 Public Members shall be compensated per diem rates at the rate set out for councillors in the Council Remuneration Policy adopted by resolution of Council.

2022-22

COMMISSION RESIGNATIONS AND REMOVALS

19 Any public Member may resign from the Commission at any time by sending written notice to the Secretary who shall inform Council and the Commission chair.

20 If a vacancy occurs before Council's annual organizational meeting, Council may appoint a replacement for the remainder of the term.

21 Council may remove a Member at any time.

COMMISSION QUORUM AND APPOINTMENT OF CHAIR AND VICE-CHAIR

22 Three voting Members shall constitute a quorum.

22.1 The chair of the Commission shall be the general manager of municipal infrastructure or their designate.

2022-22

23 A vice-chair shall be selected each calendar year by a majority vote of Members at the first meeting in the new year.

2022-22

24 In the event of absence or inability of the chair to preside at a meeting, the vice-chair shall preside.

25 In the event of absence or inability of both the chair and vice-chair to preside at a meeting, the Members present shall elect one of its Members to preside as chair for that meeting.

COMMISSION MEETING PROCEDURES

26 Public notice of a meeting will be provided on the Town's website at least 24 hours prior to the meeting.

- 27 Repealed 2021-25.
- 28 The chair shall:
- a) Maintain order and decorum and may, if necessary call a Member to order;
 - b) Determine who has a right to speak;
 - c) Ensure all Members who wish to speak to a motion have spoken, ensure that the Members are ready to vote, and subsequently call the vote;
 - d) Rule when a motion is out of order; and
 - e) Ensure persons in the gallery maintain quiet and order and may, if necessary, provide for the removal of those who do not comply.
- 29 Members shall not communicate individually on matters relating to an application before the Commission with any persons prior to the meeting.
- 30 The Commission, at its sole discretion, is not required to hear any representations from the public with respect to any matter over which it makes a decision or recommendation.
- 31 Where the Commission or the manager of planning and development deems it desirable, they may request any person or persons to attend meetings in an advisory capacity.
- 32 When a Member has a Pecuniary Interest with respect to an application under consideration, the Member must disclose the nature of the Pecuniary Interest prior to any discussion on the matter, abstain from voting on the matter, and leave the room in which the meeting is being held until discussion and voting on the matter are concluded.
- 33 A Member who, for any reason, is unable to attend the whole of the meeting or meetings where an application is being considered, shall not participate in the Commission's deliberations or decision on that application.
- 34 When a Member does not vote on a matter pursuant to section 32 and 33, the abstention and reasons therefore shall be recorded in the minutes.
- 35 After hearing all submissions, the Commission may deliberate and reach its decisions in a meeting closed to the public.
- 36 Where the Commission closes all or part of a meeting to the public, the Commission may allow one or more other persons to attend, as it considers appropriate, and the minutes of the meeting shall record the names of those persons and the reasons for allowing them to attend.
- 37 A decision of the majority vote of Members present shall be deemed to be a decision of the whole Commission.

- 38 Repealed 2022-22
- 39 A Member shall not make any public statements (including verbally, in writing or via electronic media), on matters relating to an application before the Commission, either before or after a meeting, except those statements authorized by the Commission through the chair.
- 40 The Manager of Planning and Development shall act as the liaison to the Commission, and Town staff will provide technical advice to the Commission.
- 41 The Secretary shall:
- a) notify all Members of meeting arrangements,
 - b) carry out the administrative duties of preparing agendas, notifications, record retention and other duties assigned as required, and
 - c) prepare and maintain a file of written minutes of the business transacted at all meetings of the Commission.

COMMISSION MOTIONS

- 41.1 All Members speaking to a motion must comply with meeting procedures as stated in this bylaw. 2021-25
- 41.2 A motion may be withdrawn by the Member that made the motion any time before voting occurs, subject to no objection from any Member present. Motions withdrawn in this manner shall not be recorded in the minutes. 2021-25
- 41.3 A friendly amendment, defined as a proposed change in wording that enhances and strengthens the original motion, may be proposed adopted if the mover of the motion approves. Only the motion as amended by the friendly amendment shall appear in the minutes. 2021-25
- 41.4 After a motion has been made, no other motion may be made except for:
- a) A motion to table the motion until a time later in the meeting; or
 - b) A motion to postpone the main motion to a definite time at a future meeting. 2021-25
- 41.5 A motion to table must include the reason and time within the current meeting to which the matter is to be tabled. A motion to table is not debatable. 2021-25
- 41.6 A motion to postpone must include the reason for postponement and a specific time when the matter shall be considered. A motion to postpone is debatable and is decided by a majority vote of the Commission.

2021-25

41.7 A motion to reconsider a motion that has already been voted on:

- a) is not debatable; and
- b) cannot be reconsidered.

2021-25

41.8 A motion to adjourn:

- a) is not debatable; and
- b) cannot be reconsidered.

2021-25

41.9 Any Member may request the motion under consideration to be read at any time, but not so as to interrupt a Member who is speaking.

2021-25

41.10 Once the chair has called the vote on a motion on the floor, no Member may speak to the motion until after the result of the vote has been declared.

2021-25

41.11 Unless otherwise provided for in this bylaw, motions will be decided by majority vote of the Commission.

2021-25

41.12 Motions receiving a unanimous vote shall be recorded in the minutes as “carried unanimously” or “defeated unanimously” and, in the case of a split vote, as “carried” or “defeated,” and the names of those who voted for and against the motion shall be recorded.

2021-25

COMMISSION MEETING RECORDS

42 Agendas shall be made available to Commission Members at least three days prior to a meeting and made available to the public at least one day prior to a meeting.

43 Minutes shall be prepared for every Commission meeting and contain the following:

- a) the date, time and location of the meeting;
- b) the names of all Commission Members present;
- c) the name of anyone other than a Commission Member who participated in the meeting;
- d) a summary of the evidence presented at the meeting; and
- e) any motions made at the meeting, along with the results of the vote on the motion.

43.1 Questions and debate shall not be recorded in the minutes.

- 43.2 Minutes of the meeting shall be adopted by motion at the next meeting convened. 2021-25
- 44 Any Member may request a correction to the minutes before they are adopted; corrections are deemed adopted when the motion to adopt the minutes has carried. 2021-25
- 45 Approved minutes shall be signed by the chair and the Secretary who were present at the meeting where the minutes were taken, wherever possible. Where not possible, the minutes shall be signed by the current chair and Secretary.
- 46 The chief administrative officer is authorized to provide for streaming video and video recording of any meeting.
- 47 The video recording provided by the chief administrative officer may be used to determine the accuracy of a portion of the minutes.

ENACTMENT/TRANSITION

- 48 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 49 Bylaws 17-2011 and 2017-32 are repealed.
- 50 This bylaw comes into force on the date it is passed.

FIRST READING: January 8, 2019

SECOND READING: January 8, 2019

THIRD READING: January 8, 2019

OFFICE CONSOLIDATION

This document is a consolidation of a bylaw with one or more amending bylaws. Anyone making use of this consolidation is reminded that it has no legislative sanction. Amendments have been included for convenience of reference only. The approved bylaws should be consulted for all purposes of interpreting and applying the law.

Bylaws included in this consolidation:

- 2019-07 Development Authority
- 2021-19 Committee Omnibus Amendment 2021-19 Citizenship Requirement
- 2021-25 Amendment – Meeting Procedures and Inclusion of Subdivision Authority
- 2022-22 Amendment – Membership and Eligibility

BYLAW 2023-28

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
AMEND SUBDIVISION AUTHORITY, A DEVELOPMENT AUTHORITY, AND
MUNICIPAL PLANNING COMMISSION ESTABLISHMENT BYLAW 2019-07**

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

TITLE

- 1 This bylaw shall be known as the “Subdivision Authority, Development Authority, and Municipal Planning Commission Establishment Bylaw Amendment – Development Authority and Canmore Planning Commission.”

INTERPRETATION

- 2 Words defined in Bylaw 2019-07 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Bylaw 2019-07 is amended by this bylaw.
- 4 Section 2c) is amended by adding “a Development Officer” after “chief administrative officer”.
- 5 Section 4a) is amended by adding “a Development Officer as delegated by” before “ the chief administrative officer”.
- 6 Section 8 is repealed.
- 7 The following is added after section 8.1:
 - 8.1.1 The Canmore Planning Commission shall decide the development permit applications and review other matters referred to the Canmore Planning Commission under the Land Use Bylaw.

ENACTMENT/TRANSITION

- 8 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 9 This bylaw comes into force on the date it is passed.

FIRST READING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Municipal Clerk

Date



June 2, 2022

Whitney Smithers
 Town of Canmore
 General Manager, Municipal Infrastructure
 902 7 Avenue
 Canmore, Alberta
 T1W 3K1

RE: Proposed Changes to Land Use Bylaw - Applications to CPC

As requested, we have reviewed criteria for what municipal applications should go to the Canmore Planning Commission (CPC). Building off our collective need for clarity, certainty, transparency and efficiency, we offer the following for consideration:

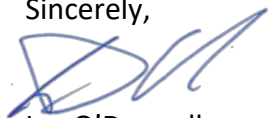
- In the spirit of reducing approval times and finding process efficiencies, we support administration being able to make informed decisions if the application is for a permitted use and avoid the time-consuming process of heading to CPC.
- If the application is consistent with recent approvals done in proximity of the proposed application, administration should have the ability to work directly with the applicant instead of involving CPC and should **not** require a CPC path.
- If a comprehensive and contemporary ASP or ARP provides clear direction, it would seem redundant for an application to move forward to CPC as Council has already provided direction that should be followed. CPC is not required in this case.
- If there is a matter of disagreement on policy interpretation between administration and the applicant, heading to CPC may be appropriate. Significant deviation from the ASP/ARP, CPC may also be appropriate.
- Older areas of Canmore; neighbourhoods that do not have an ASP or ARP in place should have CPC involved to ensure the direction of the MDP can be applied.
- If it is a distinct/unique use with limited comparisons or involving a use class that may have significant negative externalities such as effluent, nuisance, noise, outdoor storage or activities outside of 'normal' business hours, CPC may be appropriate. If these are not part of the application, CPC should not be required.

- Disregarding the above, there is some desire to better understand administration's perspective if the applicant actually desires to go to CPC for various reasons. Additional clarity on this would be helpful for our members and applicants in general.
- There is less concern regarding 'key location or high visibility site' requirements to go to CPC; these can be addressed through pre-consultation meetings. Visual impacts are generally addressed in more recent ASP/ARPs and would generally apply to older areas of Canmore.
- Developments that exceed maximum height requirements outlined in the LUB by more than 10% may be required to go to CPC. Variances of less than 10% should be dealt with by the DO, where able under the MGA/LUB and should not require CPC.
- Should a DP have a minor change request of the original DP that was approved by CPC, the DO should have authority to amend/approve. If this request is excessive (ie >10%), it may require going back to CPC.
- While we understand that the current LUB outlines that all relaxations that exceed 10% trigger a development application to go to CPC, we would suggest that it is the more critical elements of FAR and density that should trigger a review by CPC.
- It would be helpful, proactive and help drive process efficiency if a development liaison position could be created to work with applicants to help navigate various issues without displacing other resources within the department.
- Overall, applicants desire greater consistency and predictability as to whether or not CPC would be involved; we ask that more definitive language is used.

As previously discussed, we still believe there is a need outside of this letter/discussion to have a more wholesome conversation around the composition, requirements and experience of CPC members; we see this as a parallel conversation at your convenience.

Thank you for reaching out to us and permitting us time to consider changes for what is directed to CPC.

Sincerely,



Ian O'Donnell
 Executive Director
 Bow Valley Builders and Developers Association

cc. BOWDA Board of Directors
 Lauren Miller, Town of Canmore, Manager of Planning and Development



Planning & Development Department

Town of Canmore
902 - 7th Avenue
Canmore, AB, T1W 3K1
www.canmore.ca

July 14, 2023

Ian O'Donnell
Executive Director
Bow Valley Builders and Developers Association
DELIVERED VIA E-MAIL

Re: Proposed Changes to the Land Use Bylaw – CPC Applications

We sincerely appreciate the feedback provided in your letter dated June 2, 2022 regarding which Development Permit applications are referred to the Canmore Planning Commission for decision. It was utilized to inform and improve proposed amendments to the Land Use Bylaw. The proposed amendments are intended to further our shared goals of increasing transparency, and efficiency within the development review process and providing clear opportunities for public feedback.

Please find below the Town's responses in blue to the feedback provide by BOWDA in the italicized text.

1. *In the spirit of reducing approval times and finding process efficiencies, we support administration being able to make informed decisions if the application is for a permitted use and avoid the time-consuming process of heading to CPC.*

We agree, and remain committed to finding efficiencies within our processes in an effort to support a smooth and transparent application review experience.

2. *If the application is consistent with recent approvals done in proximity of the proposed application, administration should have the ability to work directly with the applicant instead of involving CPC and should **not** require a CPC path.*

Each development application is unique and is considered on its own merit, relative to the policy and regulations set by Council at time. Since CPC does not set policy or regulation, it would be inappropriate to use previous CPC decisions to determine whether a different application should be decided by CPC or not.

3. *If a comprehensive and contemporary ASP or ARP provides clear direction, it would seem redundant for an application to move forward to CPC as Council has already provided direction that should be followed. CPC is not required in this case.*

ARP's and especially ASP's are not intended to provide the detailed level of direction necessary to review a development application for a given site. These documents are often written in a way that leaves room for interpretation by subsequent planning documents. Simply having an ASP or ARP in place would not sufficiently address the potential impacts of a development on the surrounding area. As well, the proposed approach would potentially result in an increase in applications going to CPC, as the majority of Council adopted ASPs and ARPs in place are close to

20 years older (if not older) and are arguably not providing “contemporary” direction that addresses the current needs and concerns of the community.

4. *If there is a matter of disagreement on policy interpretation between administration and the applicant, heading to CPC may be appropriate. Significant deviation from the ASP/ARP, CPC may also be appropriate.*

We are pleased that you agree with this proposed direction. While we will include language that speaks to a lack of higher-level policy and differences in interpretation, significant deviations from ASP’s or ARP’s will simply be refused. In such cases, the Subdivision Development and Appeal Board can adjudicate such questions of interpretation.

5. *Older areas of Canmore; neighbourhoods that do not have an ASP or ARP in place should have CPC involved to ensure the direction of the MDP can be applied.*

As noted above, we have included a nuanced version of this suggestion in that where there is a lack of sufficient policy direction to inform questions of interpretation that this could be a circumstance where referral to CPC would be appropriate. The suggestion as proposed would result in most development applications in South Canmore having to be referred to CPC for decision. We don’t see there being significant value add to the process in taking that approach. The proposed approach would also result in longer decision times and pose greater delays for development.

6. *If it is a distinct/unique use with limited comparisons or involving a use class that may have significant negative externalities such as effluent, nuisance, noise, outdoor storage or activities outside of ‘normal’ business hours, CPC may be appropriate. If these are not part of the application, CPC should not be required.*

An application with significant negative externalities or nuisances that cannot be mitigated would likely be denied rather than referred to CPC. We agree that in the absence of such impacts and where compliance is otherwise being achieved referral to CPC would be unnecessary.

7. *Disregarding the above, there is some desire to better understand administration’s perspective if the applicant actually desires to go to CPC for various reasons. Additional clarity on this would be helpful for our members and applicants in general.*

In acting in its role of Development Authority, it is the Town’s responsibility to establish and identify the appropriate decision-making body for specific development applications. It would not be transparent, consistent or predictable to have such decisions affected by applicant preference.

8. *There is less concern regarding 'key location or high visibility site' requirements to go to CPC; these can be addressed through pre-consultation meetings. Visual impacts are generally addressed in more recent ASP/ARPs and would generally apply to older areas of Canmore.*

We generally agree that a proposal that aligns with the Community Architectural and Urban Design Standards in the Land Use Bylaw is appropriate to be reviewed and decided upon by Administration. However, we have included a criterion that any proposed variance to the CAUD standards will be referred to CPC for decision, unless otherwise stated in a Direct Control District's regulations. The intent is to encourage compliance with those standards and reduce the amount of time-consuming variance requests that create delays in the decision-making process.

9. *Developments that exceed maximum height requirements outlined in the LUB by more than 10% may be required to go to CPC. Variances of less than 10% should be dealt with by the DO, where able under the MGA/LUB and should not require CPC.*

Variances of less than 10% for standards like building height, building setbacks, and others listed in section 1.14.1.1 the Land Use Bylaw, can currently be decided upon by the Development Officer. The proposed amendment will clarify that for the standards listed in section 1.14.1.1, requests for variances beyond 10% will be referred to CPC for decision.

10. *Should a DP have a minor change request of the original DP that was approved by CPC, the DO should have authority to amend/approve. If this request is excessive (ie >10%), it may require going back to CPC.*

The MGA does not outline a process for amendments to approved Development Permits. We acknowledge that other municipalities have established a process for making such changes and will explore establishing a similar process at a future date. Considering that there have been few instances when such a situation has arisen, we will continue to review such requests as new applications in the interim.

11. *While we understand that the current LUB outlines that all relaxations that exceed 10% trigger a development application to go to CPC, we would suggest that it is the more critical elements of FAR and density that should trigger a review by CPC.*

It is important to encourage compliance with the Land Use Bylaw by keeping the development officer's variance authority to 10% for the standards listed in section 1.14.1.1. Increasing this discretion would only increase the frequency of variance requests and their magnitude, which increases permit processing times and risk of appeals. Further, the 10% variance rule is applied consistently, lending predictability to the application process.

12. *It would be helpful, proactive and help drive process efficiency if a development liaison position could be created to work with applicants to help navigate various issues without displacing other resources within the department.*

It is unclear what this opinion is based on. Town staff are always available to answer technical questions and navigate issues as needed, but cannot assume the role of designer or project manager on behalf of applicants. We encourage applicants to obtain the assistance of professional Planning consultants or other development related professionals in navigating the development review process, and to consult with their file manager when encountering issues.

13. *Overall, applicants desire greater consistency and predictability as to whether or not CPC would be involved; we ask that more definitive language is used.*

The intent of the proposed amendments is to achieve this desire. We are confident that they will provide the desired clarity and predictability, while also giving the needed flexibility to deal with new and unexpected development opportunities.

The proposed Land Use Bylaw amendments will be brought forward for Council's consideration on **August 15, 2023**. They have been amended based on feedback and research and will be presented as follows:

1.13.1.2 The Development Officer may:

a. Refer to the Canmore Planning Commission for its consideration and decision, any Development Permit applications which, in the opinion of the Development Officer:

- i. Involve a lack of policy direction from approved statutory plans, or*
- ii. questions of interpretation of an approved statutory plan or this Bylaw*

1.13.2.1 The Canmore Planning Commission shall act as the Development Authority and decide on the following Development Permit applications:

a. Applications for lands designated Direct Control District where such district(s) identify the Canmore Planning Commission as the Development Authority for that application type.

b. Applications which include a proposed variance to the Community Architectural and Urban Design Standards found in section 11 of this Bylaw, unless otherwise stated in specific Land Use District regulations.

c. Applications which propose a variance between 11% and 20% to the items listed in section 1.14.1.1., unless otherwise stated in specific Land Use District regulations.

d. Applications referred to it by the Development Officer for the reasons stated in section 1.13.1.2.a.

e. Applications which amend any aspect of a decision previously made by the Canmore Planning Commission.

BOWDA, will have an opportunity to further express any feedback on this bylaw during the public hearing portion of the process.

We thank you for your continued feedback and collaboration to improve the development review processes within the Town.

Kind regards,



Lauren Miller, RPP, MCIP, AICP
Manager of Planning and Development



Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** G-3

TO: Council

SUBJECT: Land Use Bylaw Amendment 2023-24 - 205 Stewart Creek Rise

SUBMITTED BY: Nathan Grivell, Development Planner

RECOMMENDATION:

- (1) That Council give first reading to Bylaw 2023-24, and
- (2) That Council schedule a public hearing for September 5, 2023

EXECUTIVE SUMMARY

Canmore Community Housing (CCH) has applied to redesignate 205 Stewart Creek Rise from PD Public Use District and the R3-SC Residential Comprehensive Multiple-Unit Stewart Creek District, to R2A-SC Residential Family Low Density District – Stewart Creek District. The redesignation allows CCH to achieve its development goals for the provision of Vital Home units at the subject site.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

- The Stewart Creek Area Structure Plan applies to the subject site and surrounding area.
- Council resolution 2016-167 directed administration to pursue selling a portion of MR dedication in Stewart Creek Phase 3. The proceeds of this were to go to the cash in lieu municipal reserve account to offset the acquisition of 990 Wilson Way for public use.
- Lot 28MR, which previously formed part of the subject site (as indicated by the separate PD zoning), was selected for disposition. On August 22, 2017, a public hearing was held on this matter and on September 19, 2017, Council (resolution 255-2017) approved the disposal of Lot 28MR (which legally became Lot 28).
- CCH acquires Lot 28 from the Town of Canmore in 2019.
- CCH consolidated Lot 28 with adjacent Lot 27 in 2023.

DISCUSSION

The property at 205 Stewart Creek Rise currently has two land use districts that apply to the site: PD Public Use District and the R3-SC Residential Comprehensive Multiple-Unit Stewart Creek District (refer to Figure 1). The applicant is proposing to redesignate the entire site to R2A-SC Residential Family Low Density District – Stewart Creek District to accommodate future housing development.

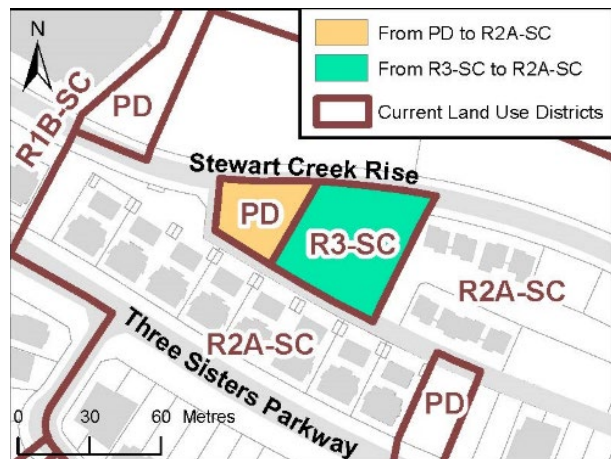


Figure 1: Current Zoning on Subject Site

PD District

The redesignation of the PD District is a residual step from the council resolution to dispose of Lot 28MR. Given the decision was that the parcel would not serve as public open space, the PD zoning is unsuitable. Furthermore, the land has been sold to CCH and they have consolidated it with their adjacent lot. As the subject site is one parcel, in administration's opinion, CCH's proposal to have one land use district govern the entire site is appropriate.

R3-SC District

The motivation for the redesignation of the R3-SC District to the R2A-SC District is the result of the differing yard setback requirements. The subject site is awkwardly shaped. As its front and rear property lines come together moving westward, the development potential of the site greatly reduces. The R2A-SC District contains reduced yard setback requirements, which offers greater development opportunities by means of a larger development footprint.

The proposed rezoning aligns with the Land Use Concept in the Stewart Creek Area Structure Plan (ASP), which identifies residential as the appropriate use of this area. Furthermore, it aligns with Section 4.2 of the ASP that directs this area as:

“a low density residential area in the central portion of the Plan Area will provide the majority of residential development within a range of residential housing types from estate lots to duplex and townhouse dwellings.”

The proposed land use district is the same district that governs the adjacent parcels (see Figure 1). As a result, administration supports the proposed rezoning.

ANALYSIS OF ALTERNATIVES

Town Council could defeat Bylaw 2023-24; however, this is not recommended as the application aligns with the Stewart Creek ASP and is consistent with the existing land use for the area.

FINANCIAL IMPACTS

N/A

STAKEHOLDER ENGAGEMENT

The applicant has not completed any public engagement.

Administration completed a circulation to landowners within 60m of the site and allowed a month for comment. Six letters were received, and these were reviewed and provided to the applicant for their consideration for making changes. No changes were made by the applicant because of this feedback.

A summary of the feedback includes:

- The lot needs to be preserved as open space
 - As noted above, in 2017, Town Council made the decision to change the purpose of this lot and dispose of the MR. The rezoning of the PD District is considered an outstanding step in concluding that decision.

- This will increase traffic and cause access problems along Stewart Creek Rise
 - This parcel is located in a comprehensively designed subdivision, which was supported by a Traffic Impact Assessment to ensure the road network provides an acceptable level of service. The slight increase in residential units afforded by the proposed land use change will have a negligible impact on overall traffic volumes and would not result in a change to the outcomes of the Traffic Impact Assessment. Site specific issues such as sight lines and driveway locations will be reviewed at the Development Permit stage to ensure that the development proceeds in a manner which optimizes public safety.

ATTACHMENTS

1) Bylaw 2023-24

AUTHORIZATION

Submitted by:	Nathan Grivell Development Planner	Date: <u>July 17, 2023</u>
Approved by:	Lauren Miller Manager of Planning and Development	Date: <u>July 20, 2023</u>
Approved by:	Whitney Smithers General Manager of Municipal Infrastructure	Date: <u>July 24, 2023</u>
Approved by:	Scott McKay Acting Chief Administrative Officer	Date: <u>August 9, 2023</u>

BYLAW 2023-24

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
AMEND REVISED LAND USE BYLAW 2018-22**

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

TITLE

- 1 This bylaw shall be known as the “Land Use Bylaw Amendment – 205 Stewart Creek Rise”.

INTERPRETATION

- 2 Words defined in revised Land Use Bylaw 2018-22 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 That Section 15 of Land Use Bylaw 2018-22 be amended to re-designate Lot 29, Block 21, Plan 231 0690 from PD Public Use District and R3-SC Residential Comprehensive Multiple-Unit Stewart Creek District to R2A-SC Residential Family Low Density District – Stewart Creek District, as shown in Schedule A of this bylaw.

ENACTMENT/TRANSITION

- 4 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 5 Schedules A forms part of this bylaw.
- 6 This bylaw comes into force on the date it is passed.

FIRST READING:

PUBLIC HEARING:

SECOND READING:

THIRD READING:

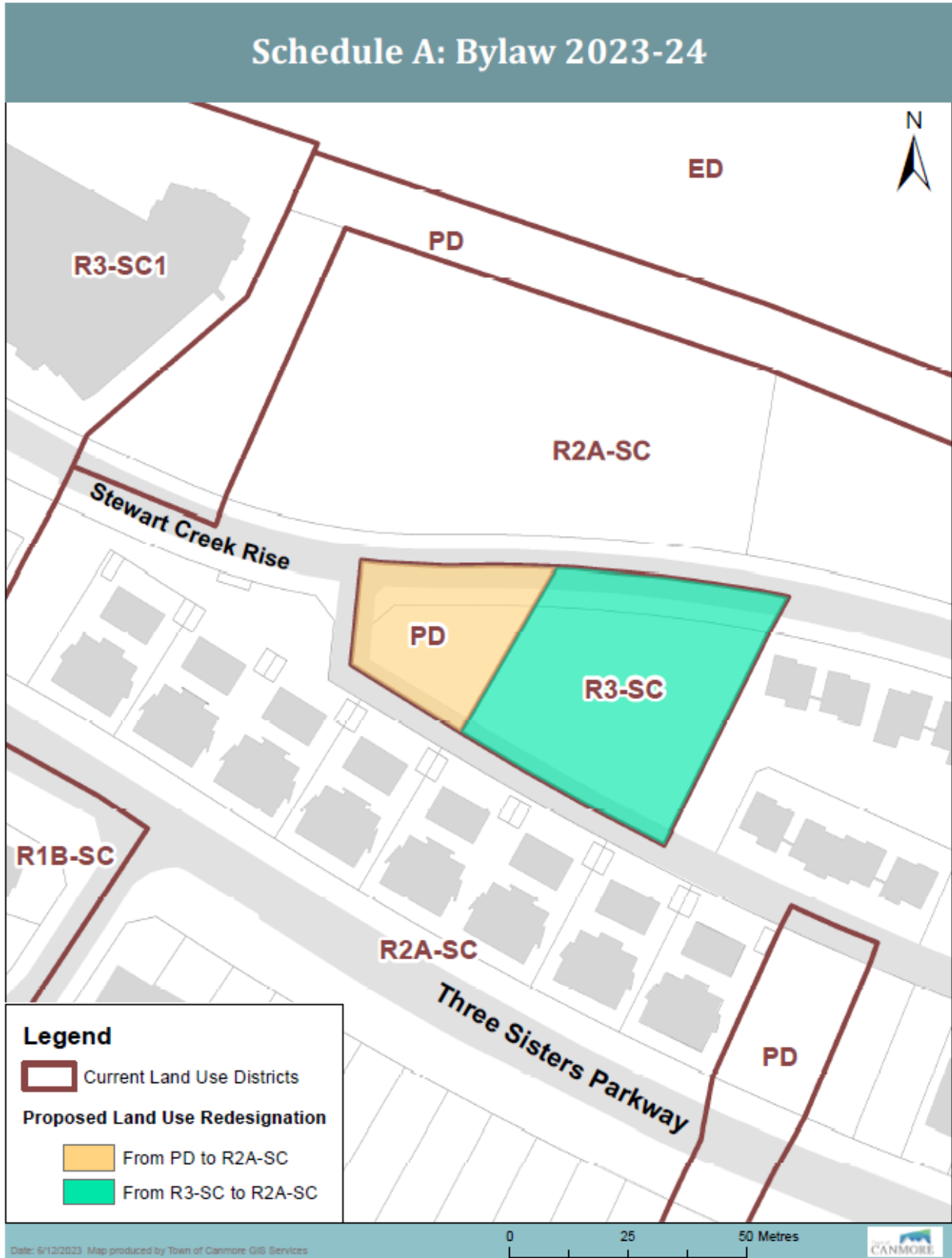
Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Municipal Clerk

Date



Bylaw approved by: _____



Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** G-4

TO: Council

SUBJECT: Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27

SUBMITTED BY: Caitlin Miller, Manager of Protective Services/Director of Emergency Management

- RECOMMENDATION:**
- (1) That Council give first reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
 - (2) That Council give second reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
 - (3) That Council give leave to go to the third reading of the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.
 - (4) That Council give third reading to the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27.

EXECUTIVE SUMMARY

Council recently approved the Regional Emergency Management Bylaw that appoints the members of the municipal Emergency Advisory Committee and the chief administrative officer (CAO) to the Regional Emergency Advisory Committee. To ensure parity between the different municipalities, the *Emergency Management Bylaw* is being updated to appoint two members of Council and the Mayor to the Emergency Advisory Committee.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

Emergency Management Bylaw 2022-07

Bow Valley Regional Emergency Management Bylaw 2023-26

Motion 160-2023: Moved by Mayor Krausert that Council give third reading to Bow Valley Regional Emergency Management Bylaw 2023-26.

Motion 161-2023: Moved by Mayor Krausert that Council appoint Councillor Hilstad as the third member of Canmore’s Municipal Emergency Advisory Committee until the October 23 Annual Organizational Meeting.

DISCUSSION

The proposed amendment is to increase the number of Council members on the Emergency Advisory Committee from one to two. This change will help to ensure that both municipalities currently participating in the Bow Valley Regional Emergency Management Agency (Banff and Canmore) are represented by the same number of members.

The proposed amendment is as follows:

Section 7b) is amended by striking out “one member” and substituting “two members”.

Councillor Hilstad was appointed as the third member of the Emergency Advisory Committee, pending the approval of this amending bylaw.

ANALYSIS OF ALTERNATIVES

None.

FINANCIAL IMPACTS

One additional Council member will receive remuneration for participating on the Emergency Advisory Committee.

STAKEHOLDER ENGAGEMENT

None

ATTACHMENTS

1) Proposed Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase Bylaw 2023-27

AUTHORIZATION

Submitted by:	Caitlin Miller Manager of Protective Services	Date: <u>July 14, 2023</u>
Approved by:	Palki Biswas Manager of Finance	Date: <u>July 25, 2023</u>
Approved by:	Scott McKay General Manager of Municipal Services and Acting Chief Administrative Officer	Date: <u>July 25, 2023</u>

BYLAW 2023-27

**A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO
AMEND EMERGENCY MANAGEMENT BYLAW 2022-07**

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

TITLE

- 1 This bylaw shall be known as the Emergency Management Bylaw Amendment – Emergency Advisory Committee Increase.

INTERPRETATION

- 2 Words defined in Bylaw 2022-07 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Bylaw 2022-07 is amended by this bylaw.
- 4 Section 7b) is amended by striking out “one member” and substituting “two members”.

ENACTMENT/TRANSITION

- 5 If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 6 This bylaw comes into force on the date it is passed.

FIRST READING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Municipal Clerk

Date



Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** H-1

TO: Council

SUBJECT: Facilities Use Decision Framework – Existing Fire Hall

SUBMITTED BY: Stephen Hanus, Manager of Facilities

RECOMMENDATION: That Council direct administration to:

- (1) Allocate available space at the Fire Hall located at 1021 Railway Avenue to the Protective Services, Facilities, and Public Works departments;
- (2) Amend the 2023 approved capital project Re-purpose of Fire Hall – Design (#7290) to include a construction phase in the scope of work; and
- (3) Issue a Request for Expressions of Interest for third party interest in the remaining spaces at the Fire Hall and report back to Council for a decision.

EXECUTIVE SUMMARY

The Facilities Use Decision Framework (the “framework”) capital project (#7230) was developed as part of the organization’s ongoing business transformation portfolio. Moving from an ad-hoc approach to a structured process of space allocation is needed for the increasingly complex and common requests for Town facility space from both internal and external sources. The existing Fire Hall (located at 1021 Railway Avenue) will become vacant in the fall of 2023 once Fire and Rescue Services moves into the new Canmore Fire Station (located at 1200 Steward Lane – note that the new facility is named Canmore Fire Station and not Canmore Fire Hall). This provided an opportunity to apply the decision framework.

Since the decision to build the new Canmore Fire Station and vacate the current one was made, a variety of ideas for the future use of the building have been suggested, including the expansion of current community offerings, potential new private businesses, supporting services provided by other levels of government and/or regional partners, addressing key community issues, and the potential to meet currently unfilled community wants and desires. These ideas are creative and engaging and show the vision, potential, and aspirations of the community along with the understanding that the current Fire Hall is located at a valuable intersection in the heart of the downtown core, enhancing the potential uses for the space.

Multiple Town departments currently have spatial constraints within the organization. Given the unknowns of the timing of future municipal growth, impacts of that unknown growth timing on future municipal facility planning, and the lack of Town owned lands for municipal facility growth, administration is recommending that the next use of the facility be largely for municipal uses with the potential to co-locate other community services. This ensures that the building does not sit empty, and that the lifespan of the building is maximized before investing significant dollars in renovations. Through a structured decision-making process, it was

determined that space requests submitted by Protective Services, Facilities and the Public Works Departments should be accommodated in the re-use of the Fire Hall, with a small percentage still available for other uses.

DISCUSSION

Facilities Use Decision Framework

The Facilities Department oversees 360,000 square feet of building space located in 62 different building structures throughout the Town. These are well used spaces that currently accommodate 46 user groups, in addition to Town departments. Space availability is at a premium within the Bow Valley and therefore municipal spaces must be optimized and allocated appropriately. In the past, administration managed internal and external space requests informally, based on individual users and available space in the moment. When Council was involved in facility use decisions, there was no formal framework on which to support making political decisions. It was recognized that a more formal process is needed, and a consultant was engaged to assess the status quo, and develop a new formalized process.

The Framework (Attachment 1) was developed to address the following objectives:

- Develop a space allocation framework to guide how space requests are filtered, prioritized, and decided upon.
- Optimize use of limited space in Town-owned facilities.
- Make the process more transparent and consistent for internal and external stakeholders.

The framework uses a two-phase process for space requests:

- Phase I has internal review/approval processes for emergencies, new hires/programs/services, temporary space requests, and simple modification requests.
- More complex space requests move to phase II of the framework. Here, a robust evaluation process is applied, including a costing analysis and/or business case, a customized evaluation process, and potentially a space use agreement.

The consultant confirmed that complex space requests cannot be administered using a prescriptive process since the circumstances widely vary. As such, the framework allows for customization of the selection process on a case-by-case basis for complex space requests. Some guidelines are provided in the framework to assist with the selection process. Factors such as criticality of the space request, program/service impact, user type, and budget implications can be used to evaluate complex space submissions. Although space allocation can be complex, the framework is simple to administer for both the applicants and evaluators. The space request form is an important deliverable of the framework that achieves this objective. It is straightforward and can be applied for most space requests.

Fire Hall

The existing Fire Hall provided the first opportunity to use the framework. Fire and Rescue Services plans to vacate the facility in the fall of 2023, and there is considerable internal and external interest in its re-use. Due to significant space constraints currently experienced by some Town departments and the unknowns around timing of future community growth and the development of municipal facilities, Town departments were invited to submit space request forms as a first step in decision making. Several departments identified spatial constraints and were invited to submit space requests. These departments included: Protective Services, Public Works, Community and Social Development, Human Resources, Recreation, and Facilities. It was

determined that the space was not suitable for Community and Social Development, Recreation, or Human Resources. The remaining submissions (i.e., Protective Services, Facilities and Public Works) were evaluated based on space criticality and budget implications.

All three of the space requests demonstrated critical space needs and can be accommodated within the existing Fire Hall (see Attachment 2 for details). Budget implications associated with these space requests are relatively small. Lastly, there are trickle-down benefits associated with accommodating these space requests, by freeing up much needed space in the Public Works building, Elevation Place, and Canmore Recreation Centre. Before moving in, several lifecycle maintenance and fixture/furnishing/equipment (FFE) items will be addressed.

Once the high priority internal space requests are allocated, there remains approximately 20% of the floor space for other uses. These spaces include the former dorm rooms (645 sqft), 3 bays (1,162 sqft) and storage areas (94 sqft) for a total of 1,901 sqft. Given the framework has been developed to consider both internal and external requests for space, it is recommended that the Town seek expressions of interest from organizations to determine the most appropriate use of the remaining space.

ANALYSIS OF ALTERNATIVES

1. Unallocated Space:
 - a. Retain for Town purposes only - Council could direct that unallocated spaces be retained for internal uses to accommodate future space requests as they arise. It is best practice to account for growth during new facility construction and major redevelopments, and additional internal space requests will likely arise in the short-term.
 - b. Explore potential for full use of the facility by external users - Like the Town, external groups are also experiencing spatial constraints that may limit their ability to grow and/or deliver programs and services. There are also several creative and innovative ideas for the potential use of the existing Fire Hall by private industry and non-profit groups that have been discussed in the community. There may be some revenue potential for the Town with this option, but this would likely be limited given the nature of the remaining spaces. Relatively strict constraints would be required for external users, such as:
 - No access via main entry (rear access only)
 - Stair access to available interior spaces (i.e., former dormitory rooms)
 - Shared corridors and spaces would require security solutions (engineered & operational) and may be difficult to implement/operate
 - Limited on-site storage
 - Limited on-site parking (13 stalls total)
 - Lease would likely be short term with options to renew, to give options for the Town to use the spaces for its own purposes.
2. Selling the Fire Hall (not recommended by administration). The Town has known spatial constraints that need to be addressed in the short term, and this facility is suitable to meet some of these needs. The Town as an organization has limited resources and land available to build new facilities as the community and organization grows. Further, the value of the property retained within the municipal portfolio is higher than the revenue of selling the property and is in a prime location within the

community. Lastly, the facility is still in good condition, and likely has several decades of useful life left.

FINANCIAL IMPACTS

The annual additional base operating costs for the existing Fire Hall is estimated to be \$35,000 with \$25,000 for contract custodial cleaning and \$10,000 for snow and ice management in the parking area.

Impacts of repurposing the existing Fire Hall for the Town departments recommended in this report are as follows:

A total of \$40,000 is estimated for construction/furniture/fixtures/equipment costs (FFE) of which \$30,000 for Protective Services and \$10,000 for Facilities. A possibility of additional snow removal equipment may be required which will be requested through the budget process.

A total of \$150,000 is estimated for lifecycle maintenance which includes kitchen flooring replacement, interior painting, concrete pad repairs/cleaning/re-sealing, recycle bins, electrical work, fix and finish, exterior signage, deep cleaning throughout, and a security system. Optional items not included above are the key card system and storm water management improvements.

It is recommended that the existing capital project 7290, which was intended to deliver the design stage only of the Fire Hall re-purposing project, be amended to include the implementation of internal space requests including FFE and lifecycle maintenance (see Attachment 3 for revised capital project sheet). The total project budget is \$200,000, which would be sufficient to implement the work required to implement the space re-use.

Anticipated future annual rental costs if the existing Fire Hall is not available for space requests:

A total of \$167,000 is estimated of which \$160,000 will be for Protective Services, \$7,000 for Facilities (likely not available in the downtown area) and \$0 for Public Works as they would likely not rent a space.

STAKEHOLDER ENGAGEMENT

Facilities Use Decision Framework

- The framework was developed by a third-party consultant, with involvement from the Town's Corporate Strategic Team, Manager of Facilities, and Facilities Project Manager.
- The consultant conducted individual interviews with members of the Town's Senior Leadership Team as part of the development of the framework.
- The finalized framework was presented to the Town's Senior Leadership Team on May 18, 2023.

Fire Hall

- Managers from Community Social Development, Facilities, Recreation, Municipal Enforcement, and Public Works participated in the space selection process. Human Resources, Community Social Development, and Recreation Departments self selected out of the process given the space was not suitable for their specific needs.
- Space requests submitted by the Protective Services, Facilities and Public Works Departments were evaluated using a customized evaluation matrix, and it was determined that all three submissions are valid requests that can be accommodated.

- Results were presented to the Town’s Corporate Services Team on June 6, 2023, who agreed with the recommendations.
- An update was provided to the Town’s Senior Leadership Team on June 20, 2023.

ATTACHMENTS

- 1) Facility Use Decision Framework Summary
- 2) Internal Space Request Summary
- 3) Re-purpose of Fire Hall – Design Capital Detail Sheet (Original)
- 4) Re-purpose of Fire Hall Capital Detail Sheet (Revised)

AUTHORIZATION

Submitted by:	Stephen Hanus Manager of Facilities	Date:	<u>August 3, 2023</u>
Approved by:	Palki Biswas Manager of Finance	Date:	<u>July 27, 2023</u>
Approved by:	Whitney Smithers General Manager, Municipal Infrastructure	Date:	<u>July 24, 2023</u>
Approved by:	Scott McKay Acting Chief Administrative Officer	Date:	<u>August 8, 2023</u>

Facility Use Decision Framework Summary

Regular Council Meeting
August 15, 2023

Start Here

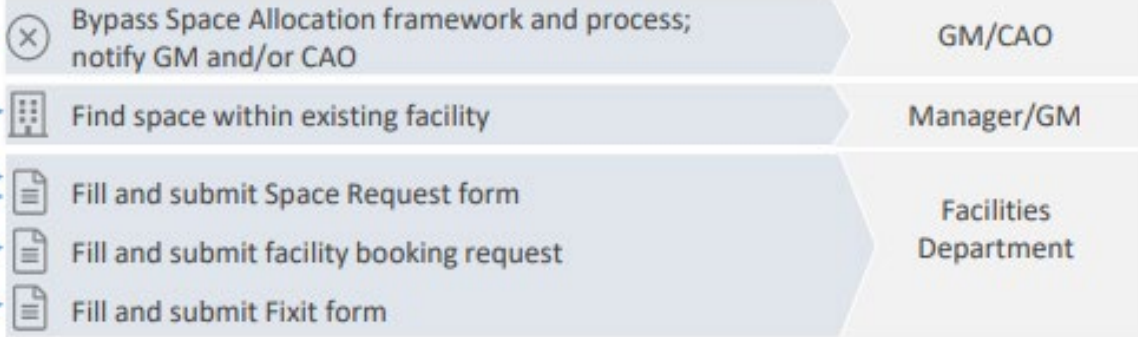
Define space need

Space needs not requiring a detailed analysis:

- Emergency
- New hire, program, or service
- Temporary space
- Simple modification or reconfiguration

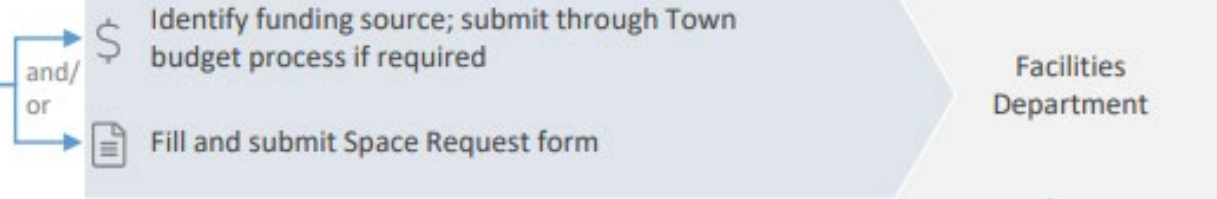
Action

Review/Approval



More complex needs requiring a detailed analysis (i.e. Phase II):

- Complex renovation or reconfiguration
- Additional space
- Events*
- Capital projects

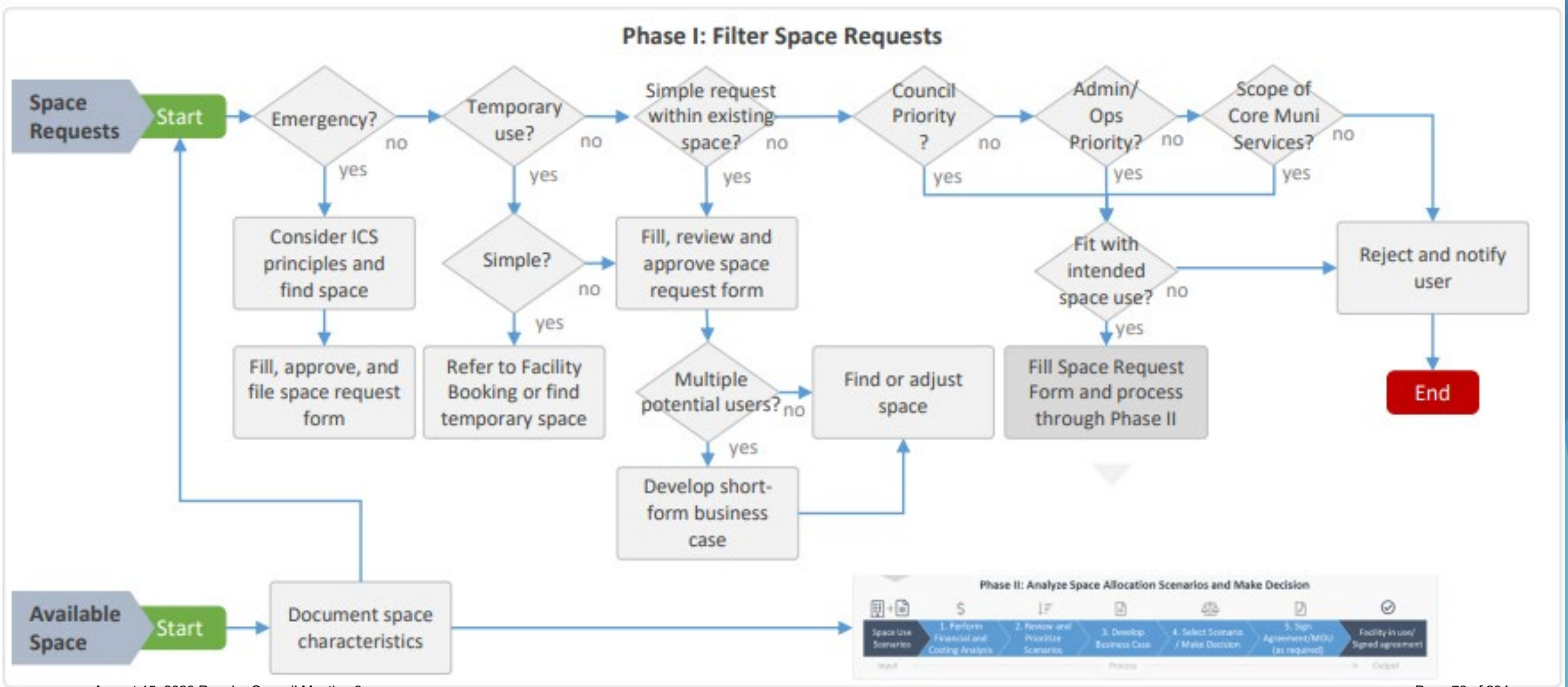


* Recurring events may only need to fill a space request form

Phase II: Analyze Space Allocation Scenarios and Make Decision



Phase 1



Phase 2



Space-Request-Form-¶



Facilities-department¶

PART A—SPACE DESCRIPTION (Filed by space-requestor) ¶	
Space-Request-Information:	
SPACE-REQUEST-TITLE¶ [Enter-space-request-title-here]¶	SPACE-REQUEST-INITIATION-DATE¶ [Click-here-to-enter-a-date]¶
DEPARTMENT-/ORGANIZATION¶ [Enter-department-or-organization-here]¶	PRIORITY¶ <input type="checkbox"/> Emergency <input type="checkbox"/> High <input type="checkbox"/> Normal
NEW-OR-EXISTING SPACE¶ <input type="checkbox"/> New-space <input type="checkbox"/> Change-in-use <input type="checkbox"/> Retrofit <input type="checkbox"/> Major-Renovation <input type="checkbox"/> Minor-Renovation (please-use-fact-form)¶	STATUS¶ <input type="checkbox"/> DRAFT <input type="checkbox"/> FINAL
LOCATION-/BUILDING¶ <input type="checkbox"/> Civic-Centre <input type="checkbox"/> Elevation-Place <input type="checkbox"/> Public-Works <input type="checkbox"/> Rec-Centre <input type="checkbox"/> artsPlace <input type="checkbox"/> Other: [Enter-facility-name]- <input type="checkbox"/> New <input type="checkbox"/> N/A¶	
SPACE-TYPE¶ <input type="checkbox"/> Office <input type="checkbox"/> Storage <input type="checkbox"/> Other—Please-specify:- [Enter-type-here]¶	EXCLUSIVITY¶ <input type="checkbox"/> Exclusive <input type="checkbox"/> Shared¶
USAGE DURATION¶ <input type="checkbox"/> Long-term <input type="checkbox"/> 1-3 years <input type="checkbox"/> 1-year <input type="checkbox"/> <1-year—Please-specify:- [Enter-weeks/months]¶	DATE SPACE-REQUIRED¶ [Click-here-to-enter-a-date]¶
USAGE¶ <input type="checkbox"/> Full-time <input type="checkbox"/> Part-time <input type="checkbox"/> Evenings <input type="checkbox"/> Weekdays <input type="checkbox"/> Weekend <input type="checkbox"/> Other—Please-specify:- [Enter-duration-here]¶	
SPACE USE¶ [Please-describe-the-nature-of-the-activities-or-work-that-will-be-performed-in-the-space]¶	
DESCRIPTION OF SPACE (REQUESTED)¶ [Enter-description-of-space-requested-here-include-as-much-information-as-possible-(e.g.-number-of-rooms,-closed-vs.-open-space,-hoteling-vs.-full-time-work-station,-customer-facing,-meeting-rooms,-etc.-Please-attach-drawings,-floor-plans,-or-diagrams-as-required.)¶	
SIZE¶ [Enter-requested-space-size-(e.g.-square-feet,-m ²).]¶	
RATIONALE¶ [Briefly-describe-rationale-for-new-space-or-change-of-space.-Address-the-implication-to-your-program-or-department-if-the-request-is-not-approved.]¶	
BENEFITS¶ [Briefly-describe-how-this-using-this-space-will-benefit-the-Administration,-taxpayers,-user-groups,-or-other-stakeholders]¶	
EQUIPMENT (REQUIRED)¶ [Briefly-describe-the-equipment-required-for-the-space-(e.g.-desks,-chairs,-tables,-filing-cabinets,-etc.)¶	
BUDGET CONSIDERATIONS¶ [Briefly-describe-any-known-potential-budget-and-cost-considerations.]¶	BUDGET¶ <input type="checkbox"/> Capital-budget-item¶ <input type="checkbox"/> Operational-budget-item <input type="checkbox"/> Not-yet-budgeted¶
COUNCIL-OR-ADMINISTRATION-PRIORITY¶ [Briefly-describe-how-this-is-related-to-a-Council-or-Administration-priority]¶	COUNCIL PRIORITY¶ <input type="checkbox"/> Yes <input type="checkbox"/> No

PART B—CONTACT INFORMATION (Filed by space-requestor) ¶	
DEPARTMENT¶ [Enter-department-here]¶	BUSINESS UNIT¶ [Enter-business-unit-here]¶
NAME OF PERSON SUBMITTING THE REQUEST, TITLE/POSITION¶ [Enter-name-and-title-here]¶	CONTACT INFORMATION-PHONE/E-MAIL¶ [Enter-phone/email-here]¶
DEPARTMENTAL-APPROVAL—NAME AND TITLE¶	DEPARTMENTAL-APPROVAL—AUTHORIZED REPRESENTATIVE SIGNATURE¶

Space-Request-Form-¶



Facilities-department¶

PART C—APPROVAL (Facilities Department) ¶		
ELEMENTS REVIEWED¶ <input type="checkbox"/> Fit-with-space <input type="checkbox"/> Council-Priority <input type="checkbox"/> Administration-Priority <input type="checkbox"/> Space-Management-Plan <input type="checkbox"/> Criticality <input type="checkbox"/> Benefits¶ <input type="checkbox"/> Service-Impact <input type="checkbox"/> O&M-Costs <input type="checkbox"/> Retrofit-Costs <input type="checkbox"/> Other-Costs <input type="checkbox"/> Budget-Implications¶		
REVIEW COMMENTS¶ [Enter-any-review-comments-or-notes-here.]¶		
APPROVAL¶ <input type="checkbox"/> Approved <input type="checkbox"/> Declined <input type="checkbox"/> Deferred¶	REASON IF DECLINED OR DEFERRED¶ [Enter-reason-here]¶	
[Enter-name-and-title-here]¶		[Click-here-to-enter-a-date]¶
NAME AND TITLE¶	SIGNATURE¶	DATE¶
SECONDARY-APPROVAL (for complex requests)¶		
[Enter-name-and-title-here]¶		
NAME AND TITLE¶	SIGNATURE¶	DATE¶

Note:¶

- Departments/users-are-encouraged-to-consult-with-other-users-to-determine-if-there-are-opportunities-to-share-space.¶
- Departments/users-may-submit-a-single-form-for-space-that-is-to-be-used-collaboratively.¶

Attachment 2 - Summary of Internal Space Requests for the Fire Hall

All internal space requests can be accommodated within the envelope of the current Fire Hall. These requests would address existing spatial constraints and result in operational efficiencies. As such, Administration recommends that all three internal spatial requests be approved. A summary of each departmental

Protective Services:

- Space Request:
 - Consolidated office administration area to accommodate full department (i.e. existing office administration portion of the building).
 - 3 bays for fleet vehicles
 - ½ bay for electric fleet bicycles
 - ½ bay for kennel
 - Storage for sensitive files, equipment, evidence etc.
 - Meeting room
 - Training room (can be a shared space)
 - Kitchen (can be a shared space)
- Benefits:
 - Central downtown location is ideal for service delivery.
 - Office space has been outgrown at the Public Works Facility as the department has grown to meet increased service delivery, and seasonal staff are finding it challenging to find temporary office space in the Civic Centre.
 - Separation of Municipal Enforcement in-person public complaints from Public Works is ideal.
 - Creates office space at the Public Works Facility for a growing Public Works department, and allows for staff currently based out of the Canmore Recreation Centre to be based with their team. It would then create space for Facilities and Recreation Department staff for which the space was originally intended.
 - Frees up yard/garage space in the Public Works Facility, which is at/beyond capacity.
 - Relatively low cost to implement (\$30k)

Facilities Department:

- Space Request:
 - ½ bay for snow removal equipment storage.
 - 1 enclosed room to serve as an office and storage.
- Benefits
 - Downtown location is ideal (staff operate 82,000sqft of facilities in this area).
 - Creates a new dedicated office space for staff in the downtown area (currently use shared workstations).
 - Back door/paved/short access, which is ideal for hauling parts & equipment.
 - Eliminates a safety hazard (storage at Millennium Park has 90' of gravel trail that is unmaintained in the winter).
 - Frees up space in the small (380sqft) maintenance room at Elevation Place that is currently being used as office space for 10 staff (only 2 workstations), meetings, tools/supplies storage, janitor closet, lunchroom.

- With the new Facilities Supervisor being hired in 2024, this would create room for this new hire at Elevation Place.
- Items being stored at Millennium Park Washroom can be removed, and the space could be offered to other user groups (currently the other storage room is being used by Bow Valley Little League).
- A larger piece of snow removal equipment can be purchased and stored in the bay
 - Currently no room is available downtown for this equipment, so snow removal is currently very labour-intensive using hand equipment.
- Snow removal at the Fire Hall has been managed by Fire and Rescue Services to date, so now this responsibility will go to the Facilities Department. Being based out of the Fire Hall will enable the team to start/end their day at the Fire Hall to address snow removal, and they will have access to the larger piece of equipment that can now be stored here.
- Minimal cost to implement (\$10k + snow removal equipment TBD).

Public Works:

- Space Request
 - ½ bay for seasonal equipment storage.
- Benefits:
 - Reduced hauling time for snow removal and parks equipment required for seasonal outdoor maintenance in northern half of Town.
 - Frees up yard/bay storage space in the Public Works Facility.
 - No cost to implement.



Re-purpose of Fire Hall - Design

Project Summary

Project Number

7290

Budget Year:	2023	Budget:	\$200,000
Department:	Facilities - Town Facilities	Project Type:	Growth
Questica Reference:	FAC-19-17	Priority:	B

Project Description:

Scope Statement:

This project will implement the design phase of the repurposing of the Fire Hall located at 1021 Railway Avenue. New occupants will use the facility following the construction of the new Fire Station, which is expected to be completed and operational in 2023. Scope of the construction phase will need budget approval within a separate project after the design has been completed.

Background:

Once the new Fire Station is complete and operational in 2023, there will be a need to re-purpose the original facility. The Facility Use Study planned in 2022 will develop a decision framework for using municipal spaces, and will be applied to the original fire hall. As with the pool that was reconfigured into multipurpose gymnasium in the Canmore Recreation Centre, and former library that was reconfigured into artsPlace, the Fire Hall needs to be re-configured for its new use once Fire & Rescue Services move out of the facility.

The existing Fire Hall is a significant municipal facility, measuring 8,514sqft (791sqM). It was built in 1986, and the office administration area was restored in 2015 following a fire within the facility. This building was purpose built with Fire & Rescue Services in mind. As such, future re-use of this facility with new occupants will likely require a new floorplan to suit the new needs in order to be functional.

If the office administration portions of the facility continue to be used for this purpose for its new use, then minimal upgrades will be required. The dorm/kitchen/washroom/training/mechanical rooms have been maintained, but never fully restored since original construction. These spaces will likely need re-configuration in order to make the spaces useful for the new occupants. The bays may or may not remain depending on the occupant.

The facility is good condition based on the high level of preventative maintenance and robust construction materials, and therefore is expected to be functional for several more decades.

END.

Budget Funding:

	2023	2024	2025	2026	2027	2028	Total
General Capital Reserve	\$200,000	0	0	0	0	0	\$200,000
Total	\$200,000	0	0	0	0	0	\$200,000

Operating Budget Impact:

Existing operating costs will remain in place after this facility is re-purposed.

END.

Project Rationale:

There is a high demand for municipal space, which is expected to be confirmed by the Facility Use Evaluation Project in 2022.

Given that Fire & Rescue Services will relocate to the new Fire Station in 2023, the space will become available for potential new uses. It is likely new uses in the purpose-built building will require some level of renovation. Therefore, initiating the design in 2023 would ensure a path forward for this valuable asset.

This facility was built to a high standard given its use, and designed to last. In addition, the facility was built using 1986 dollars and at a time when land values were significantly lower. As such, building an equivalent facility today would necessitate an unnecessarily high capital expenditure that would take away the Town's ability to deliver other capital priority projects.

END.

Options Considered:

1) Defer the project (Not recommended)

2) Sell the Property (Not recommended, given the good quality of the building, convenient downtown location, and significant spatial needs among municipal partners and departments)

END.



Re-purpose of Fire Hall - Revised Budget Sheet

Project Summary

Project Number

7290

Budget Year:	2023	Budget:	\$200,000
Department:	Facilities - Town Facilities	Project Type:	Growth
Questica Reference:	FAC-19-17	Priority:	B

Project Description:

Scope Statement:
 This project includes the design and implementation (including FFE and lifecycle maintenance) related to repurposing of the Fire Hall located at 1021 Railway Avenue. New occupants will use the facility following the construction of the new Fire Station, which is expected to be completed and operational in 2023.

Background:
 Once the new Fire Station is complete and operational in 2023, there will be a need to re-purpose the original facility. The Facility Use Study planned in 2022 will develop a decision framework for using municipal spaces, and will be applied to the original fire hall. As with the pool that was reconfigured into multipurpose gymnasium in the Canmore Recreation Centre, and former library that was reconfigured into artsPlace, the Fire Hall needs to be re-configured for its new use once Fire & Rescue Services move out of the facility.

The existing Fire Hall is a significant municipal facility, measuring 8,514sqft (791sqM). It was built in 1986, and the office administration area was restored in 2015 following a fire within the facility. This building was purpose built with Fire & Rescue Services in mind. As such, future re-use of this facility with new occupants will likely require **some design and construction** to suit the new needs in order to be functional.

If the office administration portions of the facility continue to be used for this purpose for its new use, then minimal upgrades will be required. The dorm/kitchen/washroom/training/mechanical rooms have been maintained, but never fully restored since original construction. These spaces will likely need re-configuration in order to make the spaces useful for the new occupants. The bays may or may not remain depending on the occupant.

The facility is good condition based on the high level of preventative maintenance and robust construction materials, and therefore is expected to be functional for several more decades.

END.

Budget Funding:

	2023	2024	2025	2026	2027	2028	Total
General Capital Reserve	\$200,000	0	0	0	0	0	\$200,000
Total	\$200,000	0	0	0	0	0	\$200,000

Operating Budget Impact:

Existing operating costs will remain in place after this facility is re-purposed.

END.

Project Rationale:

There is a high demand for municipal space, which is expected to be confirmed by the Facility Use Evaluation Project in 2022.

Given that Fire & Rescue Services will relocate to the new Fire Station in 2023, the space will become available for potential new uses. It is likely new uses in the purpose-built building will require some level of renovation. Therefore, initiating the project in 2023 would ensure a path forward for this valuable asset.

This facility was built to a high standard given its use, and designed to last. In addition, the facility was built using 1986 dollars and at a time when land values were significantly lower. As such, building an equivalent facility today would necessitate an unnecessarily high capital expenditure that would take away the Town's ability to deliver other capital priority projects.

END.

Options Considered:

1) Defer the project (Not recommended)

2) Sell the Property (Not recommended, given the good quality of the building, convenient downtown location, and significant spatial needs among municipal partners and departments)

END.



Request for Decision

DATE OF MEETING: August 15, 2023 **Agenda #:** H-2

TO: Council

SUBJECT: 2023 Capital Budget Amendment – Large Item Collection Vehicle

SUBMITTED BY: Simon Robins, Supervisor of Solid Waste Services

RECOMMENDATION: That Council approve a budget increase to 2023 capital project (#7316) Large Item Collection Vehicle from \$100,000 to \$160,000 to be funded from the Solid Waste Services Reserve.

EXECUTIVE SUMMARY

The 2023 Large Item Collection Vehicle capital project for \$100,000 was approved to purchase a second vehicle for the Large Item Pickup program. The quotes received for the vehicle were well above the approved budget requiring an increase to the capital project budget to allow this purchase to go ahead.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

2022: Council approved the 2023 Capital Budget via motion 315-2022 on December 20, 2022.

DISCUSSION

The current Large Item Collection vehicle is approaching seven years of age and will require replacement in the coming years. The Large Item Pickup Collection program is well subscribed, and the purchase of a new collection vehicle will allow the current collection vehicle to serve as a back up to the new vehicle, to minimize the likelihood of a service disruption for this popular program and ensure continuity of service.

The current capital project budget of \$100,000 was informed in part by a similar vehicle costing \$60,000 in 2015. Administration recently went out to tender, and pricing came in over the approved budget. Similar to the report at the July 4, 2023 Council meeting for a funding increase for a light fleet vehicle, vehicle prices have been increasing at a substantial rate.

ANALYSIS OF ALTERNATIVES – N/A

FINANCIAL IMPACTS

The additional \$60,000 will be funded from the Solid Waste Services Reserve which will have a revised projected 2023 balance of \$785,000. This is above the reserve balance year-end target of \$650,000.

STAKEHOLDER ENGAGEMENT – N/A

ATTACHMENTS

- 1) Large Item Collection Vehicle New – Capital Detail Sheet (Original)
- 2) Large Item Collection Vehicle New – Capital Detail Sheet (Revised)

AUTHORIZATION

Submitted by:	Simon Robins Supervisor of Solid Waste Services	Date:	<u>July 18, 2023</u>
Approved by:	Palki Biswas Manager of Finance	Date:	<u>July 24, 2023</u>
Approved by:	Andreas Comeau Manager of Public Works	Date:	<u>July 19, 2023</u>
Approved by:	Whitney Smithers GM of Municipal Infrastructure	Date:	<u>July 24, 2023</u>
Approved by:	Scott McKay Acting Chief Administrative Officer	Date:	<u>August 8, 2023</u>



Large Item Clean Up Collection Vehicle - New

Project Summary

Project Number

7316

Budget Year:	2023
Department:	SWS - Recycling
Questica Reference:	SWS-23-01

Budget:	\$100,000
Project Type:	New Equipment
Priority:	A

Project Description:

Purchase a second large item clean up collection vehicle. This would be a 1 tonne chassis with a landscape body and a power tailgate. It would also include a snow plow kit.

END

Budget Funding:

	2023	2024	2025	2026	2027	2028	Total
SWS Collection Reserve	\$100,000	0	0	0	0	0	\$100,000
Total	\$100,000	0	0	0	0	0	\$100,000

Operating Budget Impact:

Fuel and repair and maintenance. These costs have been considered in the operating budget.

END

Project Rationale:

There is currently 1 collection vehicle for the large item clean up program. There is not an appropriate back up vehicle.

Since the program was enhanced in 2015, subscription has steadily increased. In 2015 there were 950 registered pick ups. In 2021 there were 1623 registered pick ups. In addition, there are daily unscheduled pick ups from the recycling and waste containers throughout Town.

Fortunately, the current vehicle has been reliable and required minimal maintenance. The current vehicle is in good repair, but is now 7 years old and is used at least 300 days a year. The need for a back up vehicle was highlight this year when the vehicle was out of service for a week. The maintenance was scheduled, so no pick ups were schedule during this week. The unscheduled pick ups by containers did not happen and this became a problem in a matter of days.

The additional vehicle would allow the program to be maintained 365 days a year.

END

Options Considered:

None

END



Large Item Clean Up Collection Vehicle - New - Revised Budget Sheet

Project Summary

Project Number

7316

Budget Year:	2023
Department:	SWS - Recycling
Questica Reference:	SWS-23-01

Budget:	\$160,000
Project Type:	New Equipment
Priority:	A

Project Description:

Purchase a second large item clean up collection vehicle. This would be a 1 tonne chassis with a landscape body and a power tailgate. It would also include a snow plow kit.

END

Budget Funding:

	2023	2024	2025	2026	2027	2028	Total
SWS Collection Reserve	\$160,000	0	0	0	0	0	\$160,000
Total	\$160,000	0	0	0	0	0	\$160,000

Operating Budget Impact:

Fuel and repair and maintenance. These costs have been considered in the operating budget.

END

Project Rationale:

There is currently 1 collection vehicle for the large item clean up program. There is not an appropriate back up vehicle.

Since the program was enhanced in 2015, subscription has steadily increased. In 2015 there were 950 registered pick ups. In 2021 there were 1623 registered pick ups. In addition, there are daily unscheduled pick ups from the recycling and waste containers throughout Town.

Fortunately, the current vehicle has been reliable and required minimal maintenance. The current vehicle is in good repair, but is now 7 years old and is used at least 300 days a year. The need for a back up vehicle was highlight this year when the vehicle was out of service for a week. The maintenance was scheduled, so no pick ups were schedule during this week. The unscheduled pick ups by containers did not happen and this became a problem in a matter of days.

The additional vehicle would allow the program to be maintained 365 days a year.

END

Options Considered:

None

END



Briefing

DATE OF MEETING: August 15, 2023 **Agenda #:** I-1

To: Council

SUBJECT: Palliser Trail Area Structure Plan Update

SUBMITTED BY: Joshua Cairns, Senior Policy Planner

PURPOSE: To provide Council with an overview of the draft Palliser Trail Area Structure Plan and a summary of the feedback received through community engagement on the proposed updates.

EXECUTIVE SUMMARY

An expedited review of the Palliser Trail Area Structure Plan (ASP) was launched in late 2022 for the purpose of updating the plan to ensure it addresses current and emerging community needs. Public engagement on the key updates being considered as part of the update took place in March 2023, where a diverse range of opinions and feedback were heard. Administration has collated and analyzed the feedback and used it to inform the drafting of the updated ASP. The draft Palliser Trail ASP is anticipated to be brought to Council for first reading September 5, 2023.

BACKGROUND

In the year 2000, Council adopted the Palliser Trail ASP (Bylaw 34-99)—a high-level framework to guide growth and change in the Palliser Trail area. The ASP covers an area situated between the Lower Silvertip Wildlife Corridor and the Trans-Canada Highway, consisting of a collection of parcels owned by the Province, Canmore Community Housing (CCH), and the Town of Canmore (Figure 1). The ASP was prepared by Southwell Trapp & Associates on behalf of the Alberta Social Housing Corporation and envisioned a mix of highway-oriented tourism and commercial uses with consideration for other uses such as employee housing.

In response to the worsening housing crisis, Council moved up the Palliser ASP update in order to start the project in 2022 and approved a new Senior Policy Planner position within the Planning and Development Department to lead the work. In fall of 2022, administration began an expedited review of the Palliser Trail ASP to ensure the plan remains relevant in today's context and that future development on remaining undeveloped land will align with Council priorities and objectives. Research, analysis, and stakeholder engagement took place over Fall/Winter and identified several gaps that could be addressed through an update to the plan. In March 2023, administration undertook a three-week community engagement period to seek input and feedback on key updates being considered. The feedback was analyzed and grouped into corresponding themes, which were used to inform the drafting of the updated plan.

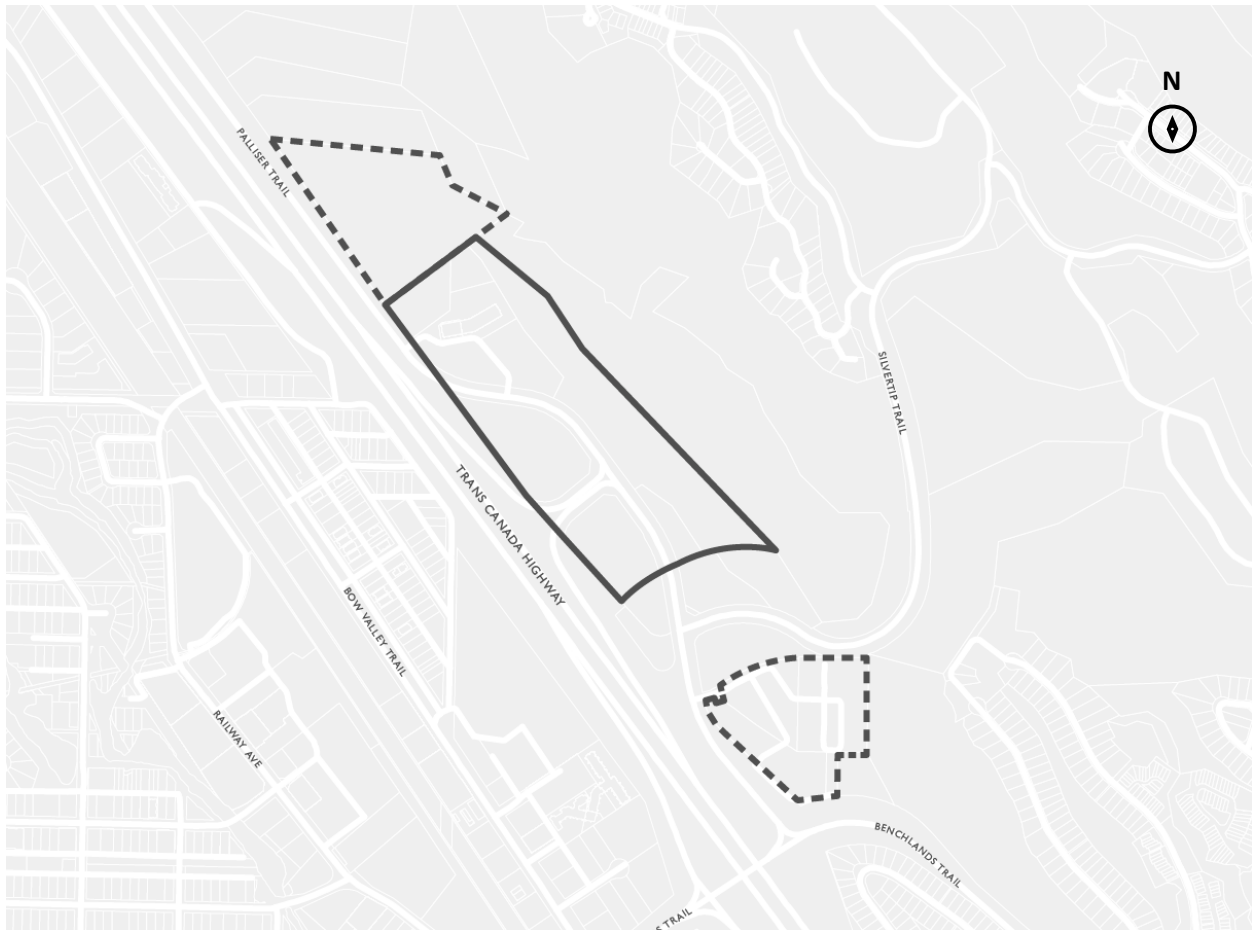


Figure 1: Map showing the original Palliser Trail ASP (2000) boundary (solid line) and the additions as part of the expedited update (dashed line).

DISCUSSION

The draft Palliser Trail ASP provides an updated vision, land use concept, public realm and transportation network, and supporting policies that will guide change and growth in the Palliser Trail area. The updates provided in the draft ASP were informed by four goals:

1. Prioritizing diverse, affordable, and attainable housing;
2. Encouraging a complete, mixed-use, and walkable neighborhood;
3. Creating new opportunities on Town of Canmore and CCH lands; and
4. Aligning the plan with current community priorities.

A summary of these goals, what we heard through engagement, and the proposed policy updates are considered below. The policy updates are expanded upon in Attachment 2.

Goal 1 – Prioritize Diverse, Affordable, and Attainable Housing

Since the ASP was adopted in the year 2000, it has become increasingly challenging for residents to secure suitable and attainable or non-market affordable housing that meets their individual needs. Although the original ASP indicates some level of support for the development of affordable and employee housing, it does not contain policy capable of ensuring these types of housing are built and secured.

A common theme heard through engagement was strong support for providing more affordable non-market housing options throughout the Palliser Trail area in a variety of building forms and tenures. Some concerns were raised about the ability to secure these units as part of new development.

In response to this feedback, the updated ASP introduces an ambitious housing target that requires at least 75% of new residential units to be provided as non-market affordable housing—defined by the *Municipal Development Plan* to include a range of housing options with purchase or rental rates secured at below-market values. This target represents a significant increase over the 32% of units that have been developed as non-market housing in the Palliser Trail area to date. This target will support the creation of up to 1,000 non-market units in the Palliser Trail area through a variety of building forms, including townhouses and apartments, with policy ensuring the units will be secured at below-market rental and purchase rates via legal mechanisms (e.g., Housing Agreements).

Goal 2 – Encourage a Complete, Mixed-use, and Walkable Neighbourhood

As the Palliser Trail area has and continues to evolve over time, there is increasing pressure to meet the needs of its residents and ensure they have access to daily needs and services within short walking, rolling, or cycling distance.

An updated land use concept, public realm and transportation network are proposed (page 15-16 of Attachment 1) to support the creation of a complete neighbourhood that contains a mix of land uses, substantial new commercial space, an off-leash dog park, and efficient multi-modal connections—including a pedestrian crossing over/under the Trans-Canada Highway. A high-quality and attractive public realm will define the area, supported by new policy that will limit the extent of surface parking. The community indicated varying levels of support for the proposed updates, but expressed concern about the impacts this scale of change could have on traffic, parking availability, and school capacities.

To address these concerns, a Parking Opportunities Assessment and Transportation Impact Assessment were completed to inform transportation policy and ensure the functionality of the proposed network. These studies supported a multi-modal approach to the Palliser Trail area and confirmed the ability of innovative parking management strategies to meet projected demand—including shared parking spaces, unbundling parking stalls from residential units, and removing parking minimums, while providing infrastructure that encourages a shift toward active forms of transportation (e.g., walking, cycling) and increased transit use.

Administration also consulted the school boards during the planning process to support their long-range capital planning in Canmore. It is acknowledged that long-term planning with the school boards will be coordinated through the establishment of a Joint Use Planning Agreement.

Goal 3 – Create New Opportunities on Town of Canmore and CCH Lands

The Town of Canmore and CCH own significant areas of undeveloped land in the Palliser Trail and adjacent lower Silvertip areas. The draft Palliser Trail ASP includes the addition of the large CCH parcel to the northwest (currently part of the Silvertip ASP) as well as the three parcels to the southeast owned by the Town to ensure these lands are effectively utilized to meet community needs.

The proposed land use concept identifies most parcels as suitable locations for higher-density commercial, residential, or civic uses with heights ranging from 3 to 6 storeys. With the proposed policy updates, these parcels would support the creation of approximately half of the non-market housing units envisioned for the Palliser Trail area, along with significant capacity for civic uses that can respond to growing demand for

various services and infrastructure. While the community expressed broad support for the proposed uses, some expressed concern about the heights being contemplated with a desire to see lower density building forms.

Administration considered this feedback in the drafting of the updated plan. Although the proposed heights remain unchanged due to the suitability of these sites for the anticipated uses and densities, new urban design policy was added that will inform future development and help mitigate concerns associated with building height, including building massing, placement, and shadowing.

Goal 4 – Align the Plan with Current Community Priorities

The original ASP does not articulate a clear vision or set of requirements to guide change in the Palliser Trail area. An updated ASP can include new policy direction to ensure future development aligns with the Town's plans, strategies, and bylaws, and contributes to Council's goals of livability, environment, and relationships.

During engagement, the community expressed a strong desire for expanded public transit, active transportation options, a commitment to climate action and sustainability, and stronger wildlife protections.

In response to this feedback, the updated plan includes new policy direction for the expansion of transit service, the creation of new walking and cycling routes including a crossing over/under the Trans-Canada Highway, and green development standards that will encourage new developments to be near net zero as well as solar- and EV-ready. New wildlife corridor protections that will expand the protected wildlife corridor area and require increased building setbacks to reduce potential for human-wildlife conflict are also proposed.

FINANCIAL IMPACTS

Although there are no immediate financial implications for the Town of Canmore, implementation of the ASP will include costs associated with infrastructure development, transportation improvements, public realm enhancements, and affordable housing initiatives. The incremental costs associated with these items will be recovered, in part, through off-site levies. Additional funding opportunities, such as grants and contributions from senior levels of government, will be sought as necessary.

STAKEHOLDER ENGAGEMENT

Public engagement was conducted from March 13 - 31, 2023, with both an online component and in-person opportunities. The purpose of the engagement was to understand community perspectives on proposed key updates to the ASP, so that it better reflects community priorities and visions for the foreseeable future. See Attachment 3 for a full report from the engagement period.

Online Component:

- 1122 participants were “aware” (visited at least one page) of the project.
- 514 participants were “informed” (interacted with the project site).
- 199 submissions to the online survey were received. See Attachment 3 for full summary.

In-person Opportunities:

- Two pop-up events and one open house in the Palliser area were held, with approximately 90 people attending in total.

The public engagement period was in addition to engagement with key stakeholders that occurred throughout the planning process. Several collaborative meetings were held with CCH during the exploration, development, and refinement of policy to garner support and ensure the vision and directions of the ASP are aligned and achievable.

Further engagement and communication will occur as appropriate during the implementation phase to ensure successful plan execution.

ATTACHMENTS

- 1) Draft Palliser Trail Area Structure Plan
- 2) Overview of Key Updates
- 3) What We Heard: Palliser Trail Area Structure Plan
- 4) My Canmore.ca Survey Response Report

AUTHORIZATION

Submitted by: Joshua Cairns
Senior Policy Planner Date: July 14, 2023

Approved by: Lauren Miller
Manager of Planning & Development Date: July 24, 2023

Approved by: Whitney Smithers
General Manager of Municipal Infrastructure Date: July 26, 2023

Approved by: Scott McKay
Acting Chief Administrative Officer Date: August 9, 2023



PALLISER TRAIL

AREA STRUCTURE PLAN

August 2023

Publishing information

Title

Palliser Trail Area Structure Plan
Bylaw 2023-22

Author

Town of Canmore

Status

Draft

Date

August 2023

Note

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

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01

ADMINISTRATION

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

1.1 Purpose

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

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

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

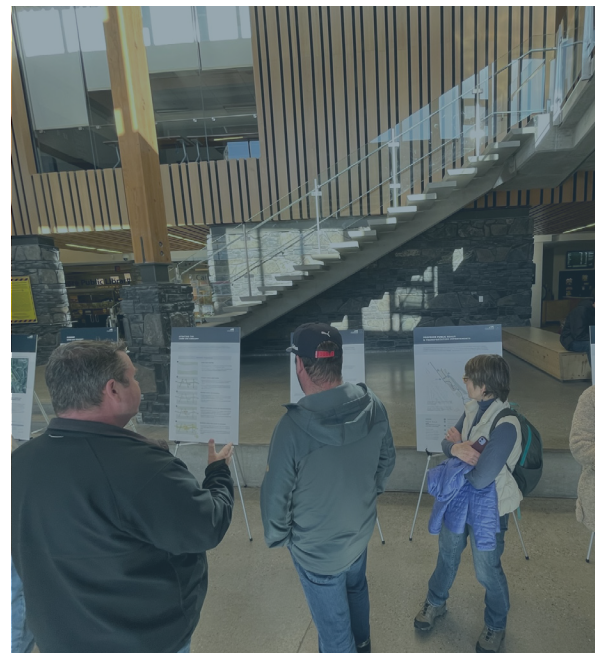
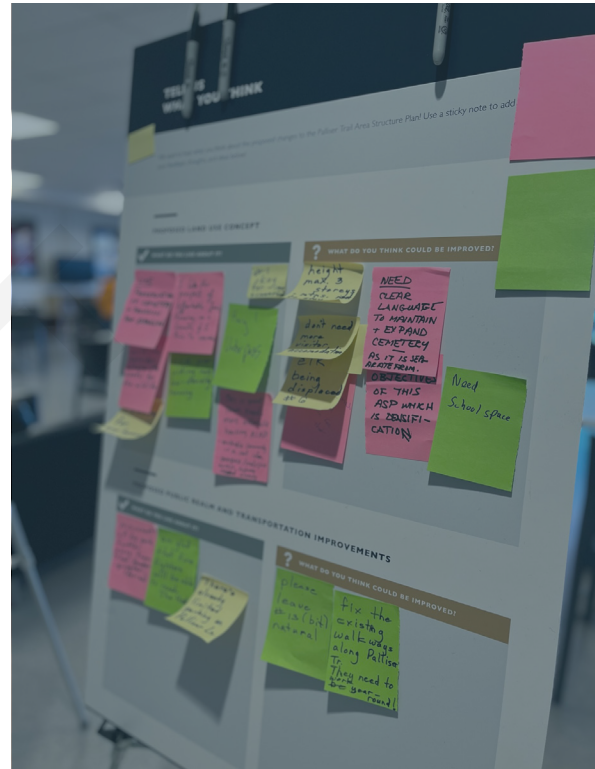
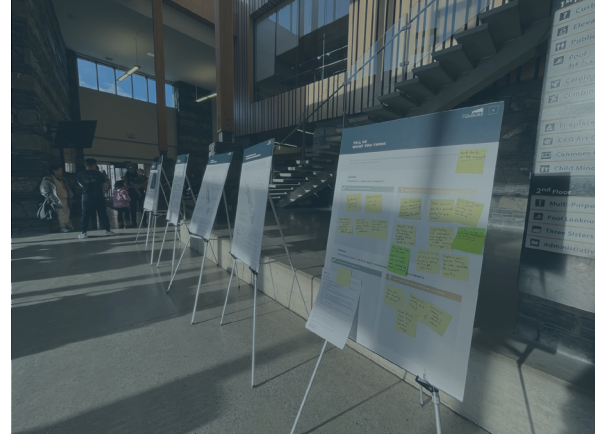
1.2 Authority

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

1.3 Public Participation

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

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



1.4 Timeframe

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

1.5 Limitations

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

1.6 Amendments

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

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

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

1.7 Interpretation

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

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

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

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

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

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

1.8 Supporting Documents

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

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

02

CONTEXT

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

2.1 Location

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

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

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

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





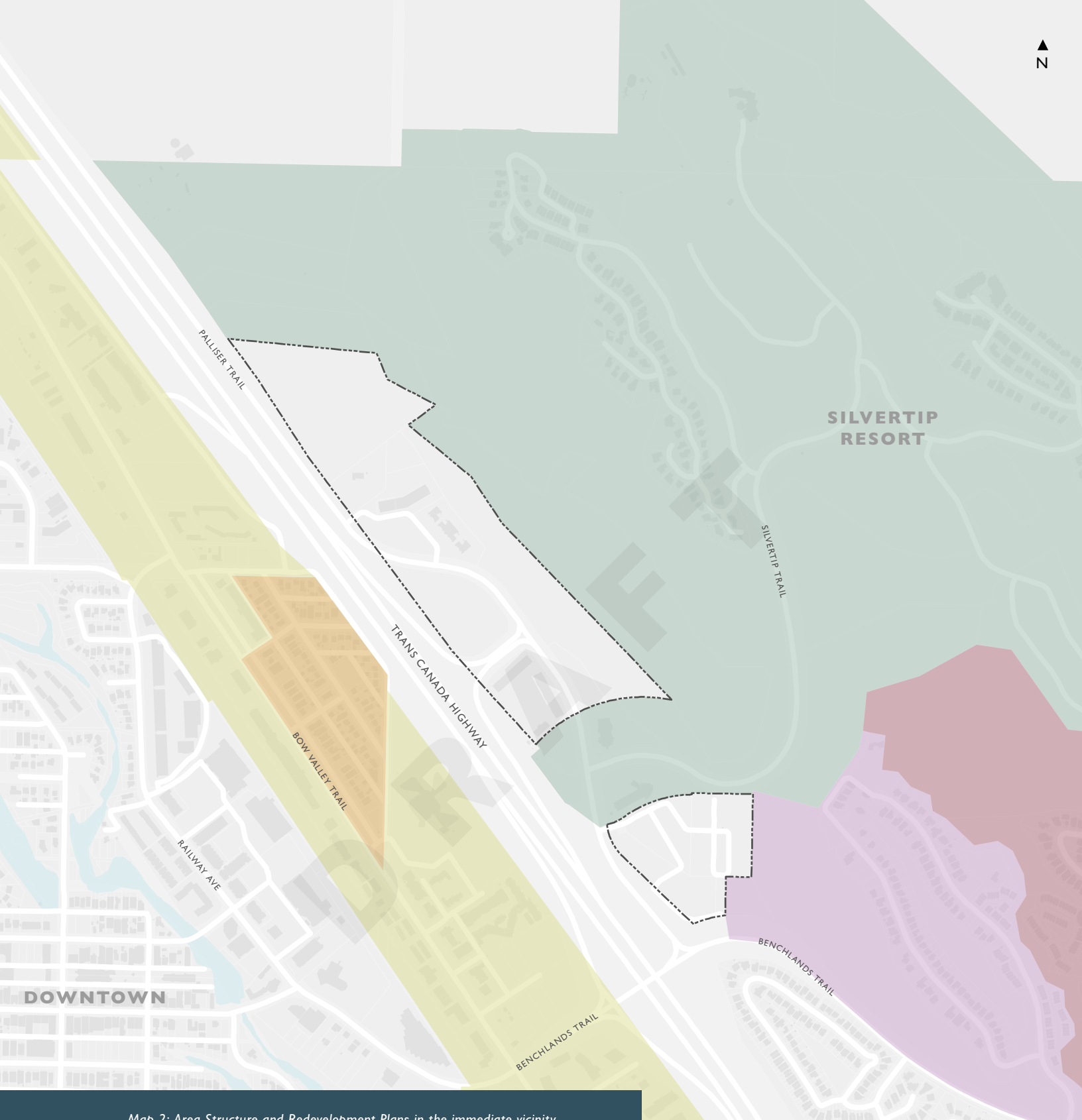
Map 1: Location of the Palliser Trail ASP area and notable features or destinations

LEGEND

- Wildlife Corridor¹
- Bow Valley Provincial Park boundary
- Palliser Trail ASP boundary

— Elevation contours (5 m)
 August 15, 2023 Regular Council Meeting 9 a.m.

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



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

LEGEND

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

2.2 Background

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

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

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

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

The updated Palliser Trail ASP was adopted by Council on **date** and supercedes the previous ASP.

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



Prioritize the development of diverse, affordable, and attainable housing



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



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



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

2.3 Vision

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

2.4 Goals

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

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

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

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

2.5 Objectives

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

03

LAND USE CONCEPT

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

3.1 Overview

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

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

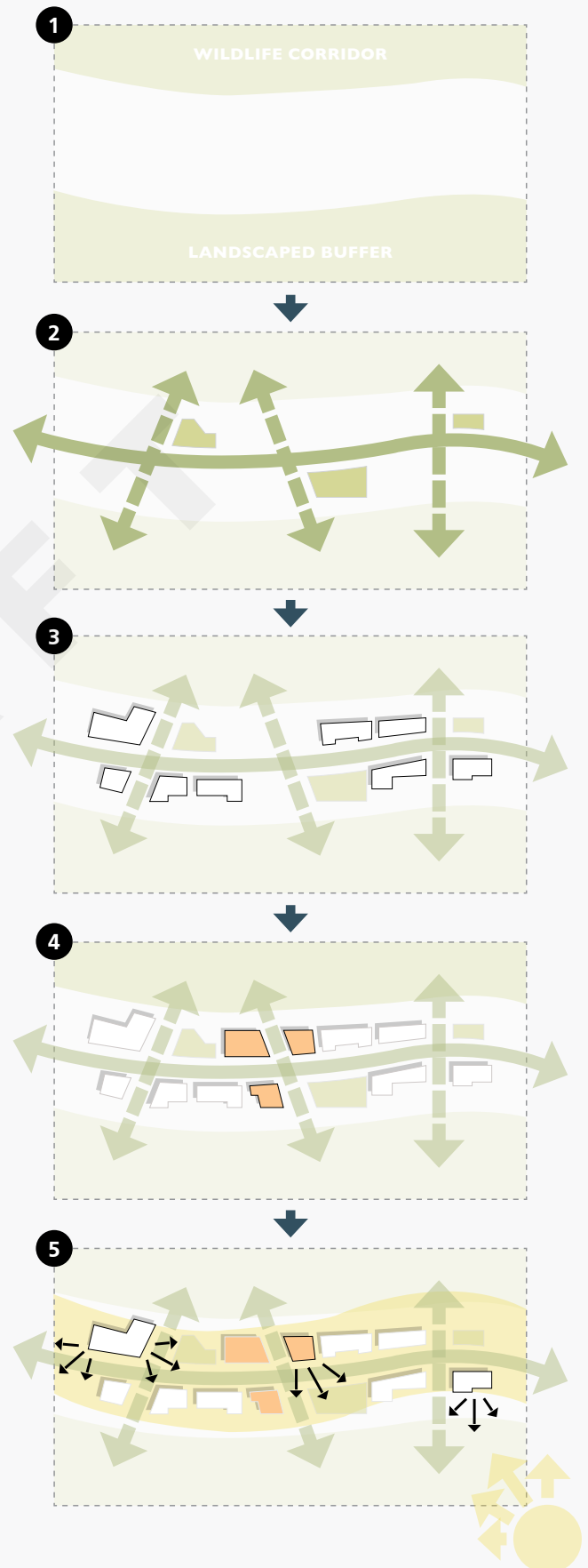
1. *Work with and respect nature*
2. *Connect people and places*
3. *Provide homes for residents*
4. *Create a walkable, mixed-use neighbourhood*
5. *Maximize views and access to sunlight*

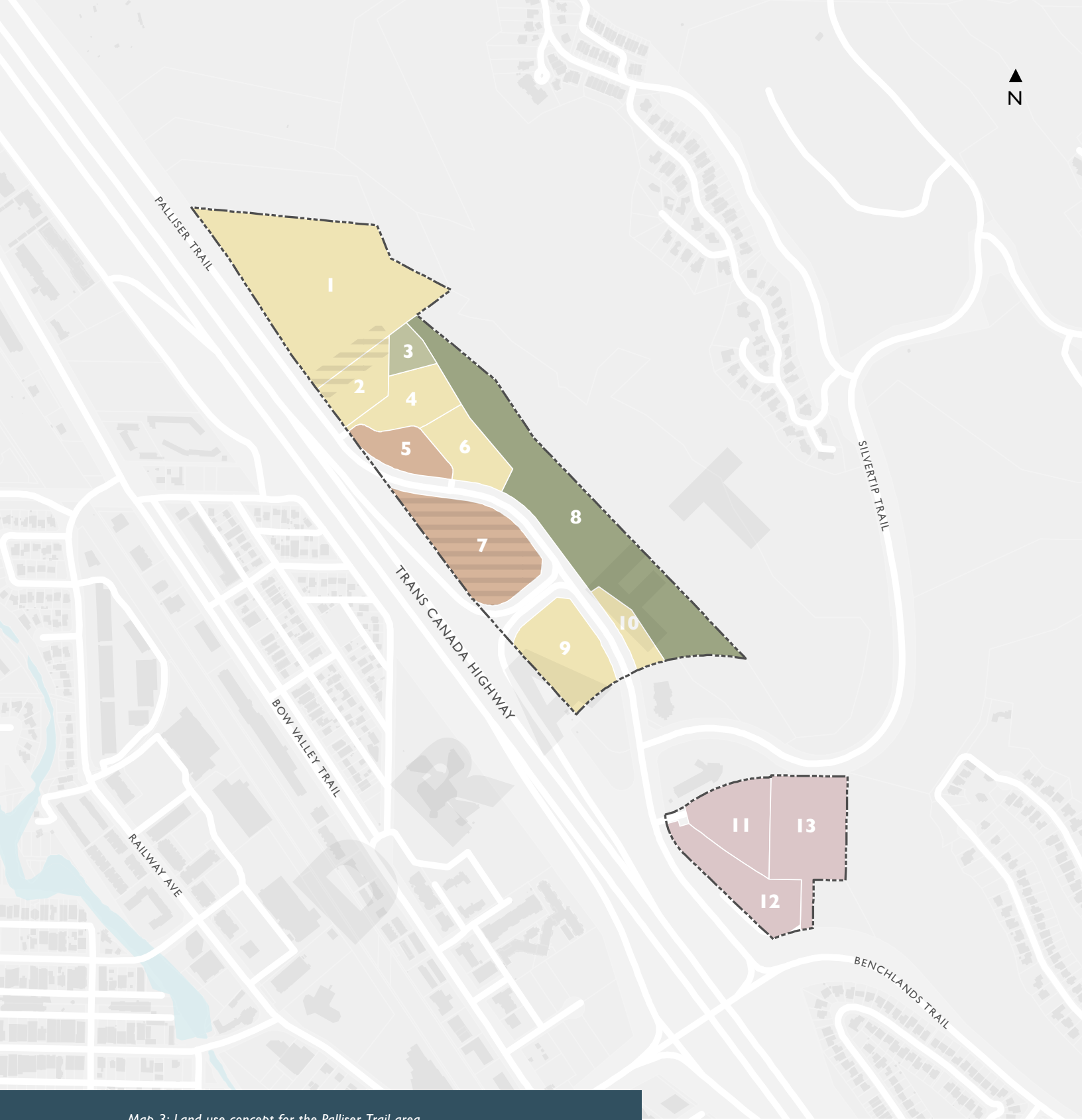
The land use concept categorizes parcels into different land use areas (Map 3), supported by several key transportation and public realm improvements (Map 4). Descriptions of each area and relevant land use policy are provided in Sections 3.2 to 3.4. Additional development policy is in Chapter 4.

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

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

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











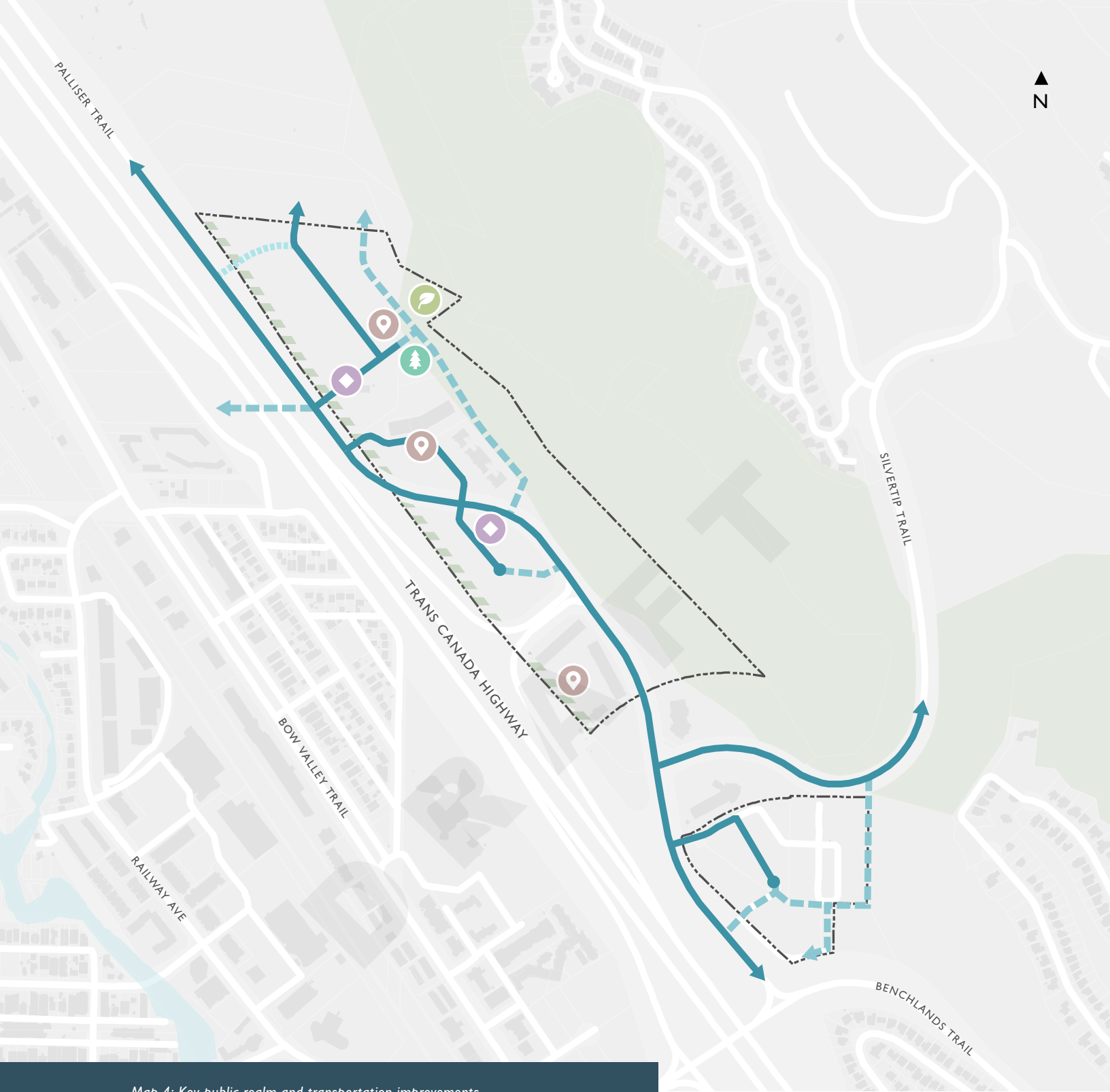


Map 3: Land use concept for the Palliser Trail area

Numbers identify sub-areas referenced in this plan.

LEGEND

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



Map 4: Key public realm and transportation improvements

LEGEND

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

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

3.2 Residential Areas

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

Applicable sub-areas:



Policy

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

3.3 Mixed-Use Areas

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

Applicable sub-areas:



Policy

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

3.4 Civic Areas

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

Applicable sub-areas:



Policy

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

3.5 Projections by Sub-area

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

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

^a Site not identified for future development.

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

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

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

04

DEVELOPMENT POLICY

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

4.1 Urban Design

Intent

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

Policy

Public Realm

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

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

Building Siting & Design

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

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

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



Residential Areas

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



Mixed-Use Areas



Civic Areas



4.2 Housing

Intent

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

Policy

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



4.3 Green Development

Intent

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

Policy

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

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

4.4 Environment & Ecology

Intent

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

Policy

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

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



4.5 Open Spaces & Recreation

Intent

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

Policy

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

05

TRANSPORTATION & SERVICING

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

5.1 Transportation & Mobility

Intent

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

Policy

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

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



5.2 Servicing

Intent

To support an integrated water management approach for the Palliser Trail area and the efficient provision of water and sanitary services in alignment with the Utility Master Plan and recommendations of supporting studies.

Policy

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

06

IMPLEMENTATION

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

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

6.1 Plan Implementation

Intent

To provide a general framework for implementation of the plan.

Policy

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

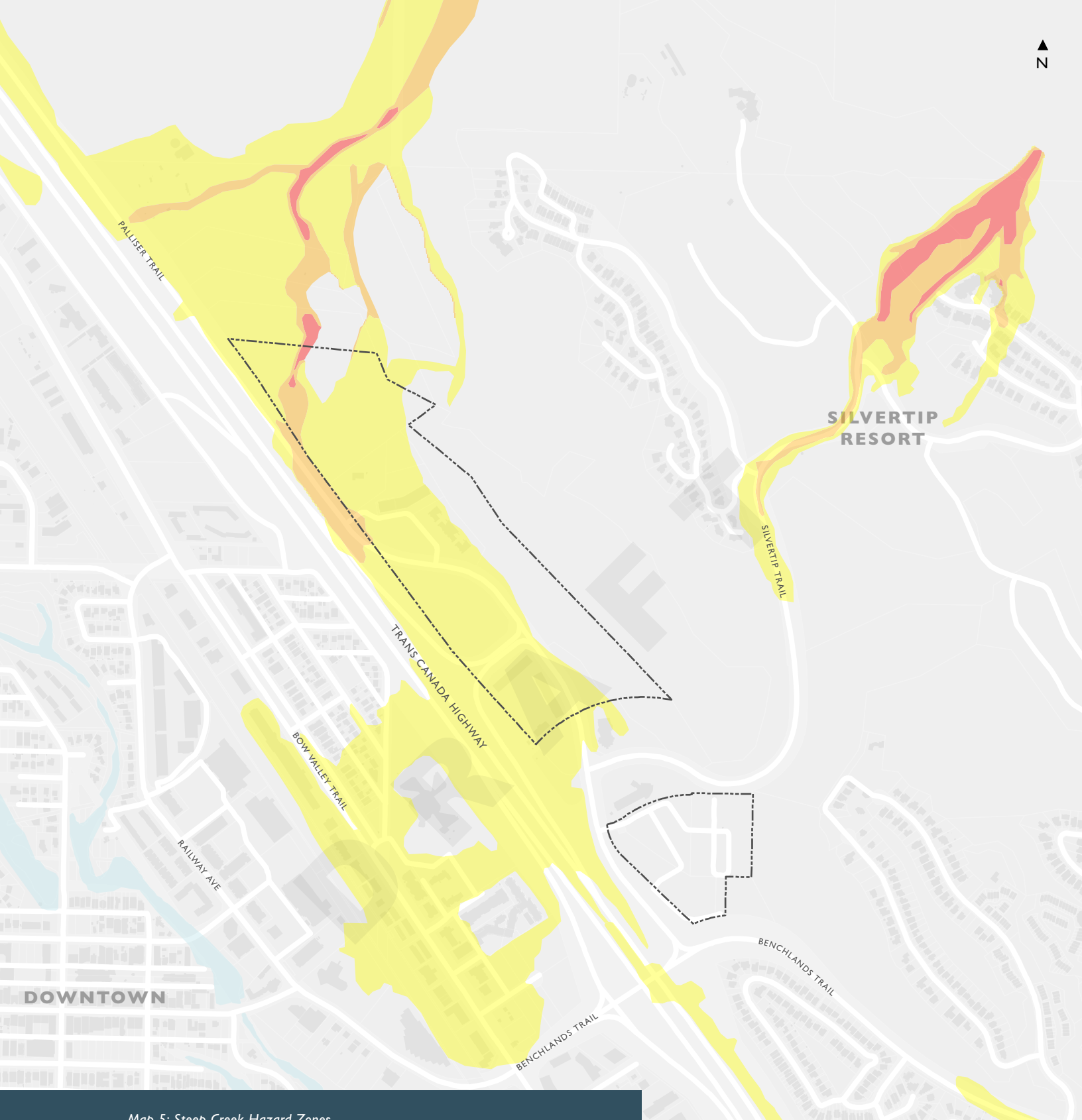
6.2 Development Phasing

Intent

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

Policy

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

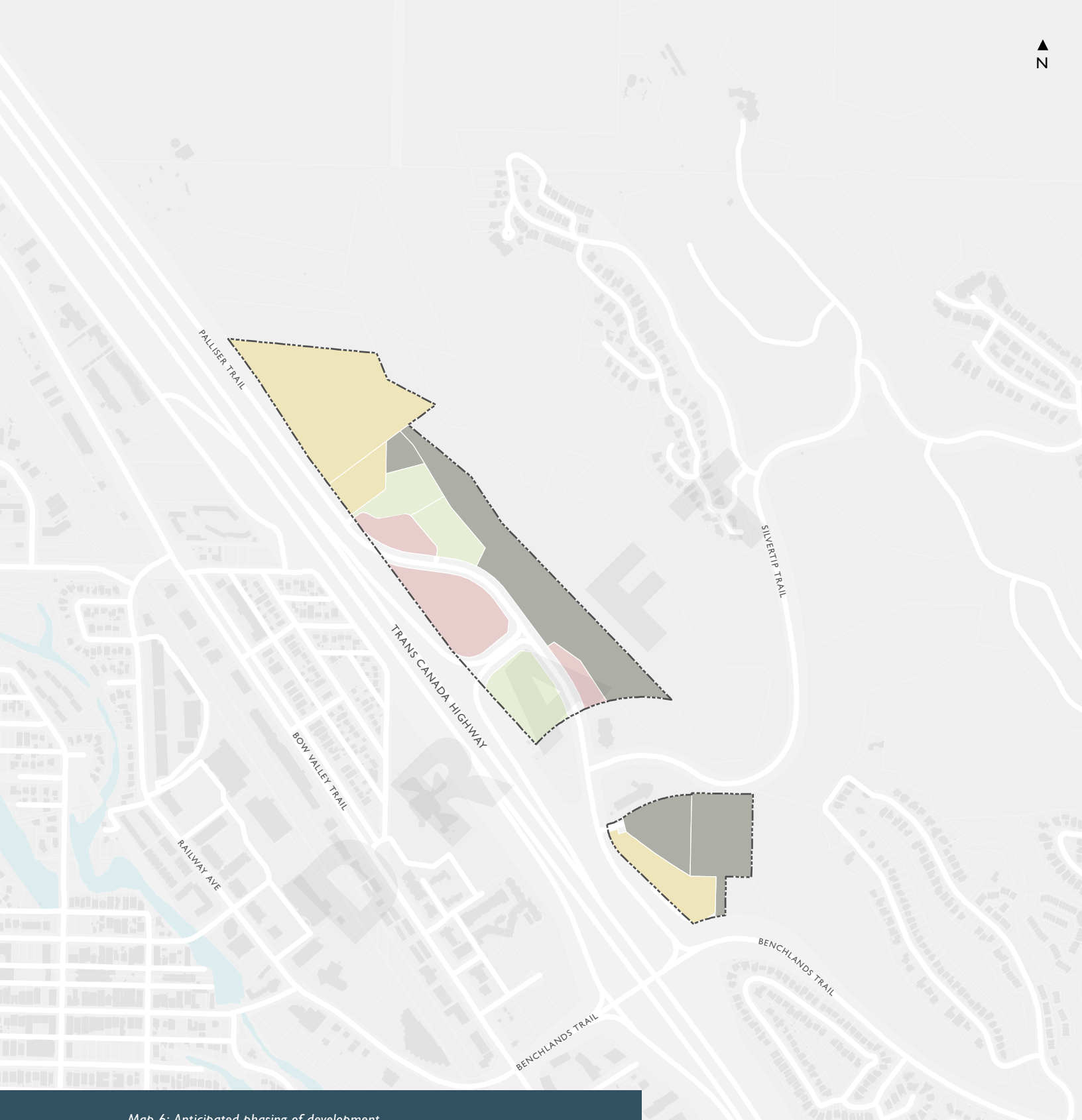


Map 5: Steep Creek Hazard Zones

LEGEND

- Extreme/High
- Medium
- Low

Palliser Trail ASP boundary

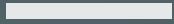


Map 6: Anticipated phasing of development

LEGEND

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

A



APPENDIX

This section provides supplementary materials relevant to the plan.

A.1 Glossary of Terms

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

Approving Authority

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

Area Structure Plan (ASP)

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

Low Impact Development (LID) tools

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

Municipal Development Plan (MDP)

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

Municipal Government Act (MGA)

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

Mixed-use

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

Near net zero

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

Non-market affordable housing

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

Open space

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

Plaza

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

Privately owned open spaces

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

Public benefit

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

Public realm

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

Tenure

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



Planning & Development Department
902 7th Avenue, Canmore, AB

Attachment 2: Overview of Key Updates

The following table provides a high-level summary of the key changes that are proposed to the Palliser Trail Area Structure from the year 2000.

Section	Summary of Key Changes	Comment
Various	Reorganized document with new chapters and sections. General revisions and updates to language, maps, and figures.	Changes made as necessary to update document; align with current Town plans, policies, and bylaws; and for consistency with the Town's current approach for structuring plans.
Administrative	New subsections including public participation, amendments, and interpretation.	Provides greater clarity on administrative items (e.g., amendments and interpretation), and aligns with the Town's current structure for writing plans.
Context	New background subsection and text revisions.	Provides new information on the background of the ASP and aligns with the Town's current structure for writing plans.
Land Use Concept	Addition of two areas to ASP, owned by Canmore Community Housing and the Town.	Ensures effective utilization of public land and provides new opportunities for non-market affordable housing.
	Changed land uses from highway-oriented commercial and tourism uses to an emphasis on residential and mixed-use development.	Aligns with current Council priorities, research, and supports the creation of a more compact, complete, sustainable, and walkable community.
	Additional clarity on anticipated uses, densities, and heights throughout the plan area including an increase to the maximum heights in key areas (i.e., up to 6 storeys).	Supports transparency, facilitates implementation, and provides potential for significant commercial space and non-market affordable housing units.
	Provided a comprehensive transportation and public realm network.	Addresses a gap in the original ASP, which deferred these matters to future development stages. Concept supported by policy in subsequent chapters and seeks to complement the urban design of the area.

Section	Summary of Key Changes	Comment
Development Policy	New urban design policies for the plan area with respect to building siting, design, and orientation. Emphasis on creating a varied building form, views, and access to sunlight.	Facilitates implementation and supports the creation of a livable and desirable community.
	Added new residential and affordable housing policy requiring a minimum of 75% of residential units to be secured as non-market affordable housing units.	Implements the Town's Comprehensive Housing Action Plan and the goals and objectives of the Municipal Development Plan. Aligns with community feedback, Council priorities, and the Bow Valley Region Housing Needs Assessment.
	New green development requirements, including near net zero standards or equivalent and readiness for electric vehicle charging and solar power.	Aligns with the Town's Climate Action Plan and community feedback.
	Increased wildlife protections including expanded setbacks from wildlife corridors and additions to the protected area.	Aligns with the Town's Municipal Development Plan, BCEAG recommendations, the Long-term Management Plan for the Lower Silvertip Wildlife Corridor, and community feedback.
	Updated direction for open spaces and recreation, including the provision of playground facilities and a new off-leash dog park.	Aligns with Open Space and Trails Plan, Recreation Master Plan, and community feedback.

Section	Summary of Key Changes	Comment
Transportation	Provided additional direction regarding anticipated transportation improvements and design principles.	Previous ASP deferred this work. Additions will improve certainty, transparency, and provide co-benefits resulting from an integrated approach.
	Future expansion of ROAM transit service to the Palliser Trail area.	Implements the recommendations of the Transportation Impact Assessment and Parking Assessment; aligns with the goals of the Town's Integrated Transportation Plan, Integrated Parking Management Plan, Climate Action Plan, and Municipal Development Plan; and seeks to create an enhanced public realm and potential for improved housing affordability.
	Added policy direction for future pedestrian connection across the Trans-Canada Highway.	
	Introduced innovative parking policies including the removal of minimum parking requirements, unbundling the cost of parking from residential units, encouraging a district-approach to parking management, and limiting the use of surface parking.	
Servicing	New policy direction for stormwater management, including on-site infiltration using naturalized methods.	Implements the recommendations of the Utility Master Plan, Stormwater Management Plan, and the Environmental Sustainability Action Plan.
Implementation	Added direction for how implementation will proceed, along with revisions to the anticipated phasing of development.	Changes made to provide greater clarity to Council, the public, and applicants regarding procedures to support implementation.

What We Heard: Palliser Area Structure Plan

July 2023

Background

The Palliser Trail Area Structure Plan (ASP) is a framework to guide future change and growth in the Palliser Trail area. The original ASP was adopted in the year 2000 and is being reviewed and updated to ensure the plan remains relevant in today's context and that future development contributes to community priorities.

The updated plan will be informed by several key goals, including:

- Prioritizing the development of diverse, affordable, and attainable housing.
- Encouraging the creation of a complete, mixed-use, and walkable neighbourhood.
- Creating new opportunities on Town of Canmore and Canmore Community Housing (CCH) lands.

Approach

We conducted public engagement from March 13 - 31, 2023. The purpose of the engagement was to understand stakeholder feedback on proposed key updates to the ASP, so that it better reflects community priorities and visions for the foreseeable future.

Tactics:

- Online Survey
 - ✓ *Result: We received a total of 199 submissions to the survey.*
- Community Pop-up Events & Open House.
 - ✓ *Result: Two pop-up events and one open house were held, with approximately 90 people attending in total.*

Key Themes

General Support for Changes

A common theme heard throughout the engagement was general support for or agreement with the proposed updates to the ASP. There were several reasons stated for agreement, including:

- Increasing density for the creation of new housing in this area, with particular support for non-market or below-market housing;
- Creating a complete community in the Palliser Trail area with a mix of uses, new commercial space, and a permanent dog park or park space;
- Providing new active transportation connections with emphasis on a new crossing over/under the Trans-Canada Highway;
- Providing a diversity of housing forms, tenures, and heights;
- Expanding protections for the Lower Silvertip Wildlife Corridor; and,
- Expanding ROAM transit service.

Concerns or Opportunities for Improvement

Disagreement with or lack of support for the proposed updates was also a prevalent theme, with commonly stated reasons including:

- Maximum building heights and their potential impact on views or shadowing for existing residents;
- Concern regarding potential impacts on wildlife and the Lower Silvertip Wildlife Corridor;
- Perceived need for the addition of new school space in the area;
- Potential impacts on vehicular movement and congestion, including the availability or provision of parking; and,
- Concern regarding the implementation of the plan, including securing the residential units at below-market rates and the timing of providing the pedestrian crossing over/under the Trans-Canada Highway.

All Themes

The full listing of the key themes of engagement feedback with comments on any actions or changes to the proposed ASP noted:

Theme	Action / Response
Amenities – Need for schools	<ul style="list-style-type: none"> • Met with school boards to discuss current and future space needs, acknowledging limitations with securing space in accordance with the <i>Municipal Government Act</i>. • In the process of establishing a Joint Use Planning Agreement with school boards to facilitate coordinated long-range planning.
Amenities – Provide additional park or recreation space	<ul style="list-style-type: none"> • Municipal Reserve lands will be secured where permitted in accordance with the <i>Municipal Government Act</i>.
Amenities – Support for open space network, including dog park / park space	<ul style="list-style-type: none"> • In support of proposed policy—no changes required.
Density – General concern	<ul style="list-style-type: none"> • Reviewed density with consideration of Town plans, strategies, servicing requirements, and housing targets. No change taken.
Density – General support	<ul style="list-style-type: none"> • In support of proposed policy—no changes required.
Density – Reduce maximum building heights	<ul style="list-style-type: none"> • Reviewed building heights and added policy regarding the siting and design of buildings to mitigate potential impacts associated with taller heights.
Density – Preserve views / sunlight	<ul style="list-style-type: none"> • Added policy regarding the siting and design of buildings and public spaces to preserve/create views and maximize access to sunlight.
Housing – Require more units to be below-market and for Canmore residents	<ul style="list-style-type: none"> • Clear targets added specifying minimum percentages of non-market housing to be provided, significantly exceeding any other areas within Canmore.
Housing – Provide diversity	<ul style="list-style-type: none"> • Policy requires a range of building forms and tenures to be provided throughout the plan area.
Housing – Support for below-market housing	<ul style="list-style-type: none"> • In support of proposed policy—no changes required.

Implementation – Timing of highway crossing	<ul style="list-style-type: none"> Reviewed anticipated timing of developments and prepared a development phasing plan to support alignment of infrastructure and development timing.
Implementation – Securing non-market residential units	<ul style="list-style-type: none"> All lands are publicly owned, mitigating challenges associated with securing non-market units through private development. Units will be secured through a legal mechanism.
Implementation – Concern about flood risk	<ul style="list-style-type: none"> A planned steep creek hazard mitigation project will address moderate and localized high/extreme hazard zones within developable lands. New policy requires stormwater runoff to be managed through infiltration within each development parcel.
Transportation – Impacts on vehicular movement	<ul style="list-style-type: none"> Completed a Transportation Impact Assessment, which confirmed the appropriateness and functionality of the vehicular network.
Transportation – Need for parking	<ul style="list-style-type: none"> Completed a parking assessment to determine appropriate policy options considering ITP targets, affordability objectives, and the results of the Transportation Impact Assessment
Transportation – Provide parking underground	<ul style="list-style-type: none"> Added policy requiring underground parking, with surface parking only permitted in limited circumstances.
Transportation – Highway noise and impacts	<ul style="list-style-type: none"> Added policy requiring a landscaped buffer to provide visual and acoustic screening, along with certain urban design considerations to further mitigate impacts. Added policy directing the Town to request the Province reduce speed limits.
Transportation – Support for expansion of ROAM service	<ul style="list-style-type: none"> In support of proposed policy—no changes required.
Transportation – Support for Highway 1 crossing / improved pedestrian connectivity	<ul style="list-style-type: none"> In support of proposed policy—no changes required.
Urban design – Concern about character of area, including desire for trees and high-quality design	<ul style="list-style-type: none"> Urban design policy added that requires high-quality landscaping, architectural detailing, and design that reflects the mountain aesthetic. Non-market housing subject to same requirements noted above.
Uses – Support for mix of uses, including civic and commercial space	<ul style="list-style-type: none"> In support of proposed policy—no changes required.
Wildlife – Expand protections	<ul style="list-style-type: none"> Added Section 4.4 “Environment & Ecology” with new policy designed to protect wildlife and the integrity of the wildlife corridor.
Wildlife – Support for proposed protections	<ul style="list-style-type: none"> In support of proposed policy—no changes required.

Conclusions

We gathered valuable feedback throughout this process, which enabled the project team to consider many different viewpoints and perspectives for updates to the proposed land use concept and public realm improvements.

We acknowledge that conversations around growth and change are challenging—with varied perspectives, values, opinions, and experiences offering different interpretations of what might be appropriate for a particular area. The feedback we received, both supportive of the proposed changes or suggesting how they could be improved, were thoroughly reviewed and considered as part of the planning process. The updated Palliser Trail ASP has incorporated this feedback as appropriate, considering what we heard through engagement, the feasibility of changes, and how they would align with current Town priorities, plans, and strategies.



Palliser Area Structure Plan Update - Survey

SURVEY RESPONSE REPORT

09 November 2020 - 30 March 2023

PROJECT NAME:

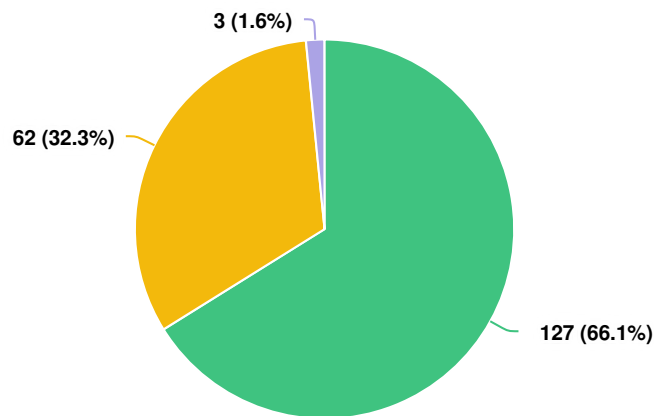
Palliser Area Structure Plan Update



1. Screen names have been removed to protect privacy and increase civility in the Public Engagement process.
2. No comments have been edited or removed.

SURVEY QUESTIONS

Q1 In general, how familiar are you with the Palliser Trail area?

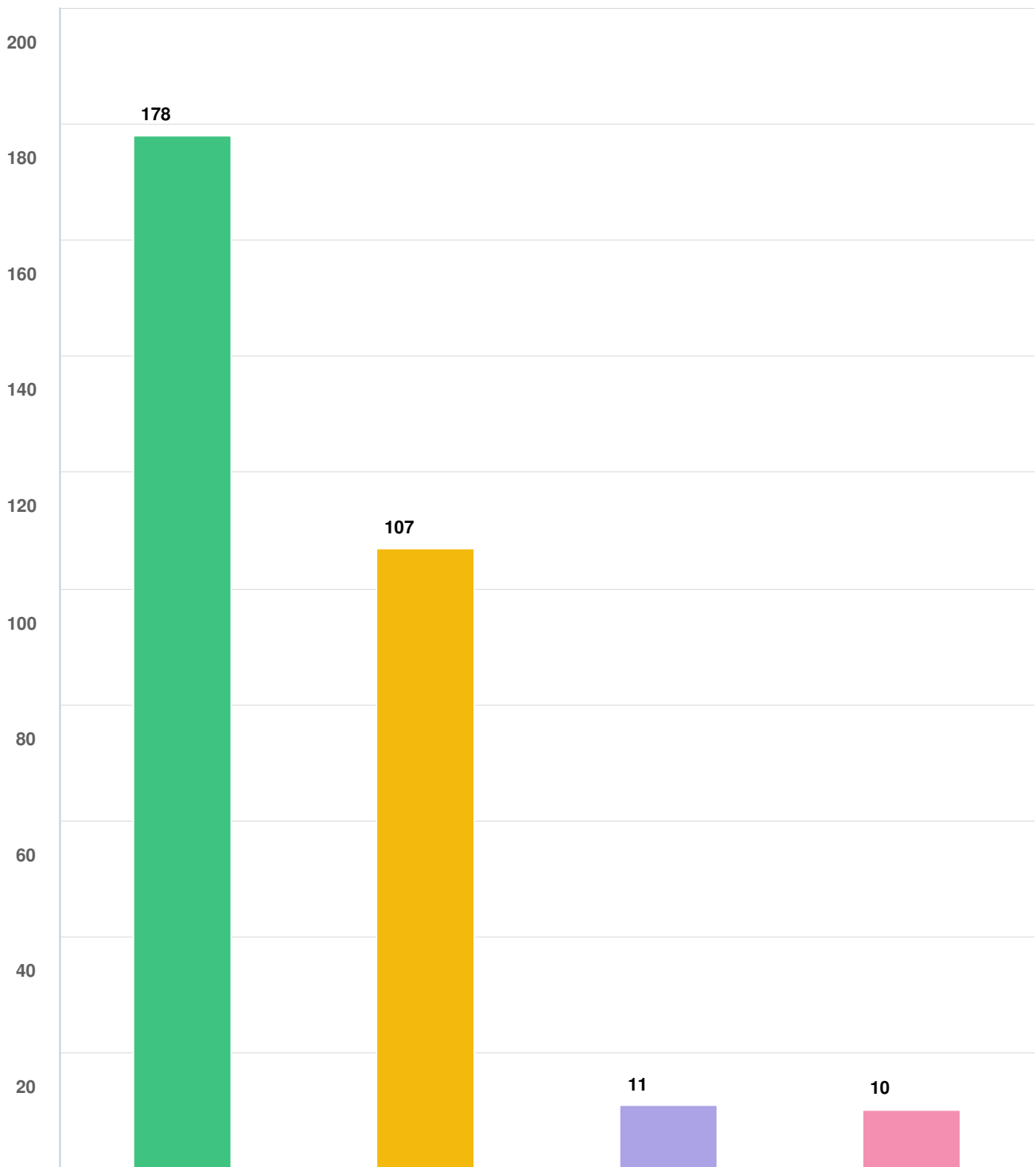


Question options

- Very familiar
- Somewhat familiar
- Not at all familiar

Optional question (193 response(s), 1 skipped)
Question type: Dropdown Question

Q2 Do you currently live or work in the Town of Canmore? (Check all that apply)

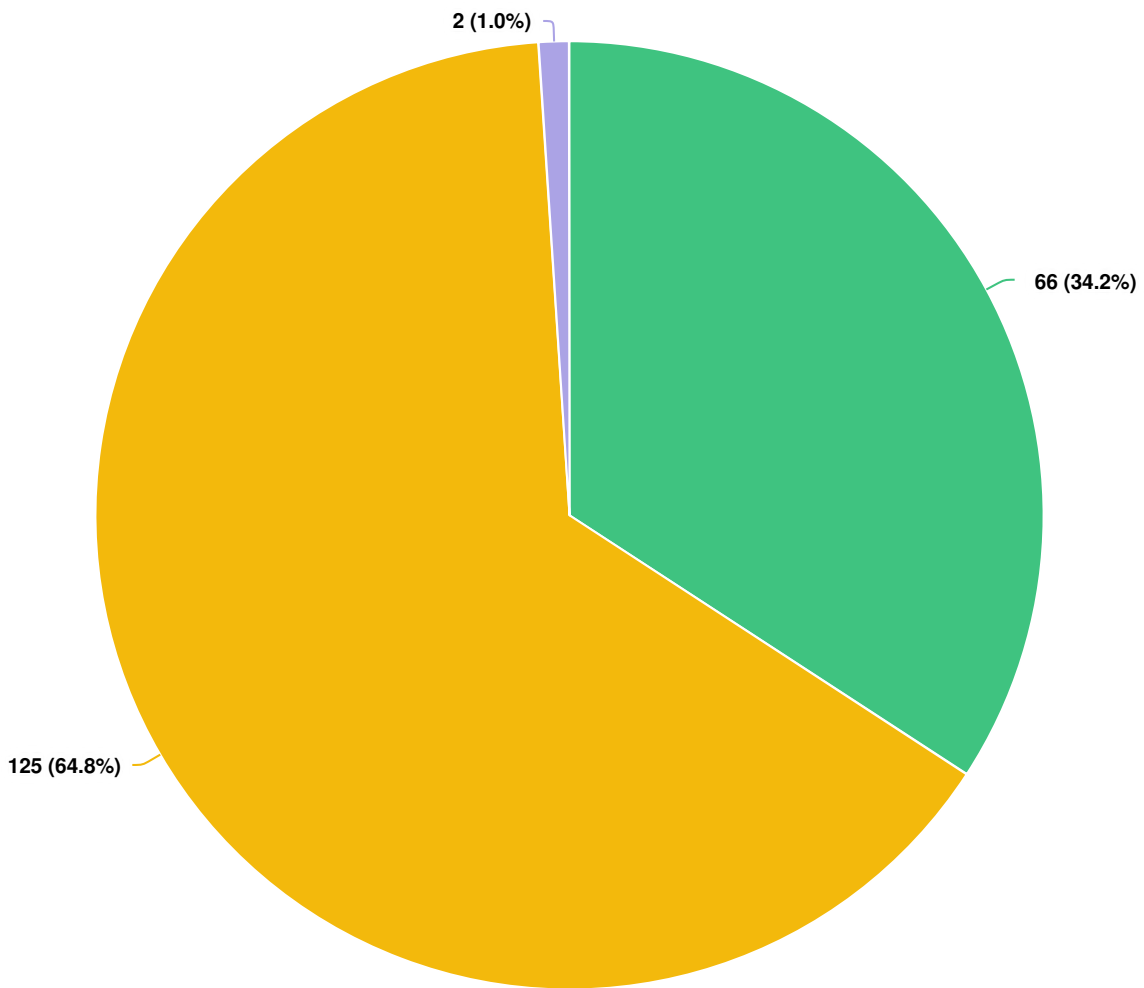


Question options

- Live in Canmore
- Work in Canmore
- Live or work elsewhere in the Bow Valley
- Other (please specify)

*Optional question (194 response(s), 0 skipped)
Question type: Checkbox Question*

Q3 Which of the following best describes your housing situation?

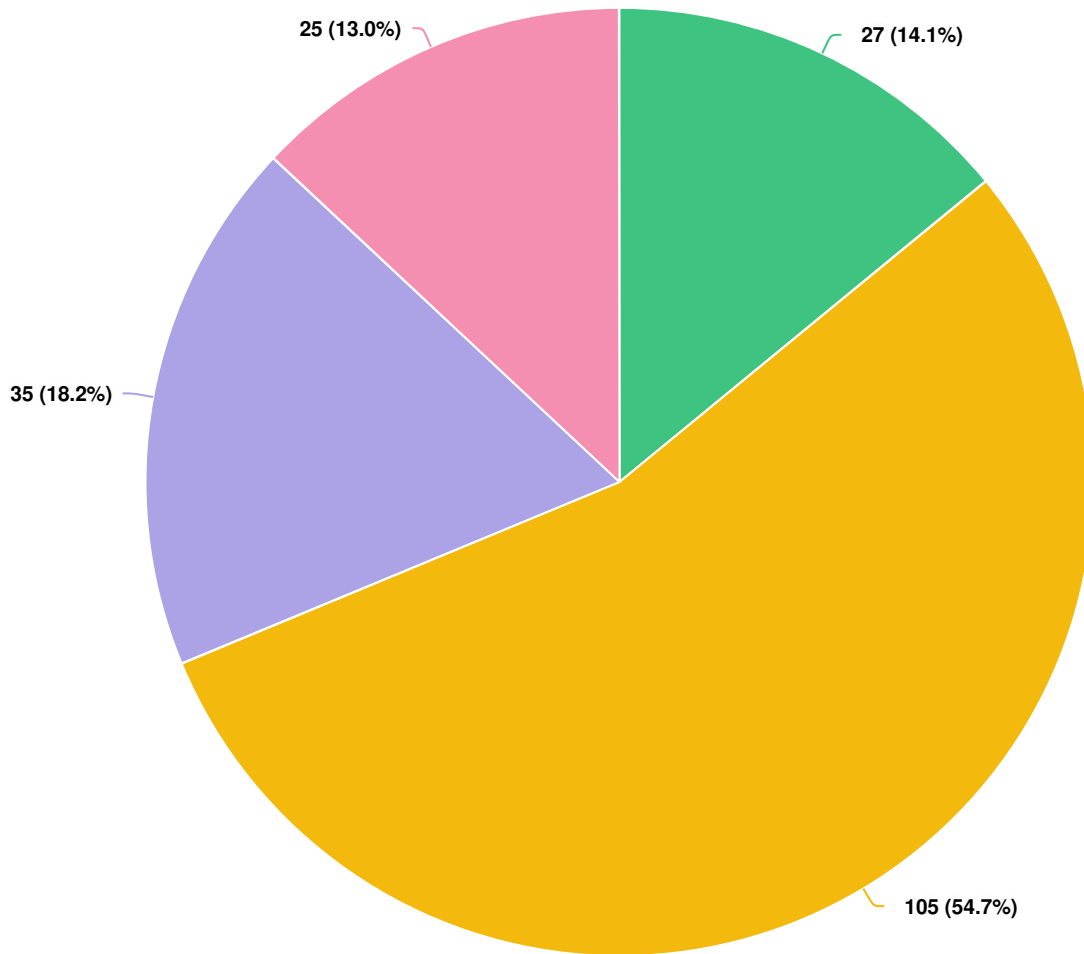


Question options

- Rent
- Own
- Other (please specify)

*Optional question (194 response(s), 0 skipped)
Question type: Dropdown Question*

Q4 Which of these statements best captures your thoughts about the proposed land use concept?



Question options

- I really like it
- I like most aspects, but there are some things I don't like
- I dislike most aspects, but there are some things I like
- I don't like it

Optional question (193 response(s), 1 skipped)
Question type: Dropdown Question

Q5 | What do you like about the proposed land use concept?

Screen Name Redacted

3/13/2023 08:32 AM

Has more place for the working class to live

Screen Name Redacted

3/13/2023 08:44 AM

Addition of affordable housing and increasing walkable infrastructure.

Screen Name Redacted

3/13/2023 09:03 AM

More apartment style housing opportunity

Screen Name Redacted

3/13/2023 09:05 AM

Affordable housing for local residents.

Screen Name Redacted

3/13/2023 09:07 AM

No pedestrian bridge or wildlife bridge

Screen Name Redacted

3/13/2023 09:18 AM

6 storey is much too high.

Screen Name Redacted

3/13/2023 09:47 AM

I think this will add a significant amount of housing to the area.

Screen Name Redacted

3/13/2023 10:07 AM

There's not a lot to like, more resorts and less low income accomodation.

Screen Name Redacted

3/13/2023 10:18 AM

I am concerned about having a narrow wildlife corridor right up against high density housing. Will this corridor be closed to the public? if not it will not be a functional corridor as it would have a lot of human use within it.

Screen Name Redacted

3/13/2023 11:58 AM

Creation of neighborhood, adding trail network, creating a more robust landscaping buffer from highway

Screen Name Redacted

3/13/2023 12:14 PM

Support below market housing to provide affords housing for workers in the valley who currently cannot afford to live here. Would like to see constraints that housing be restricted to those people who are working in the Bow Valley.

Screen Name Redacted
3/13/2023 12:41 PM

the idea of walkability, services within a neighbourhood, but people who live in canmore will still own a car, because it is an isolated small town, and most people live here to access mountains and trailheads, so there has to be enough parking for each household even if the idea is they walk to get groceries, they aren't going to walk to hiking in the parks. This has been a major downfall in town planning lately. Unfortunately the car is here to stay, and the idea of a car free town is possible, only if you believe that the people who live and visit there will never come and go.

Screen Name Redacted
3/13/2023 01:18 PM

Additional housing is needed in Canmore and despite Canmore Community Housing not being perfect, it does provide housing at lower than market value rates. Park space that isn't directly on the highway is also beneficial.

Screen Name Redacted
3/13/2023 01:20 PM

Open space, wildlife corridor (though not sufficient)

Screen Name Redacted
3/13/2023 02:16 PM

I think it will cause a great deal of congestion in an already congested area.

Screen Name Redacted
3/13/2023 03:30 PM

I like the idea of residential and some commercial/retail to enhance the idea of a walkable community. The TransCanada over/underpass is essential - without it there will be more deaths, the need for more parking, and on-going resistance to multi-modal shift. I also like that ROAM transit planning is part of the high level consideration. An enclosed, off-leash dog park is also key, and hopefully there is still room for a small playground.

Screen Name Redacted
3/13/2023 03:34 PM

Commercial market space on this side of the Trans Canada makes sense.

Screen Name Redacted
3/13/2023 03:46 PM

We desperately need more perpetually affordable housing.

Screen Name Redacted
3/13/2023 05:02 PM

I like the mix of heights. Also desperately need commercial, which is shown so thank you!

Screen Name Redacted
3/13/2023 05:36 PM

It's progressive thinking but overdeveloped.

Screen Name Redacted

3/13/2023 05:54 PM

It will block noise from highway for my building, underpass and additional infrastructure for Palliser In is essential and needed for years

Screen Name Redacted

3/13/2023 06:54 PM

The part about adding an underpass so people can safely cross the highway. I've been living in 300 Palliser since it was first built. I work for the Town of Canmore. I've been crossing the highway every day for the last over a decade. Sometimes as many as four times a day if I come home for lunch. I've personally been the one that keeps the path across the highway shovelled in the wintertime so that it is safer for people that are walking and biking to and from town.

Screen Name Redacted

3/13/2023 07:49 PM

Nothing

Screen Name Redacted

3/14/2023 02:28 AM

New Open Space is way too small to support the planned population density on that side of the highway. Six stories is far too high for the Bow Valley; four stories should be the maximum height anywhere in the valley. Disagree with below market long-term rental units because the qualification income threshold is far too high. Biggest problem is the lands would be developed right up to the highway. What if that is the location of the new rail corridor because clearly there would not be room for a new corridor immediately adjacent to the existing rail corridor.

Screen Name Redacted

3/14/2023 02:38 AM

You can't see the map on a phone so who knows what you're proposing. What you do need desperately is an under/over pass so people can get across the highway safely. Without it, no point in building more in that area

Screen Name Redacted

3/14/2023 09:35 AM

I like the idea of mixed-use areas - would like to see more shops/restaurants/businesses be able to open within this area which would make it more walkable. I think more of these buildings would be beneficial. I think preserving the view for the current owners is also a key consideration.

Screen Name Redacted

3/14/2023 11:33 AM

Mixed use buildings are great to have. High density in some areas means more living space with less land use.

Screen Name Redacted

3/14/2023 07:41 PM

Adds much needed housing.

<p>Screen Name Redacted 3/14/2023 11:06 PM</p>	<p>That it is providing housing for more people in Canmore.</p>
<p>Screen Name Redacted 3/15/2023 07:11 AM</p>	<p>Plans for walkable community, including commercial development and child care; plans for public transportation (Roam) service.</p>
<p>Screen Name Redacted 3/15/2023 09:09 AM</p>	<p>affordable housing</p>
<p>Screen Name Redacted 3/15/2023 06:42 PM</p>	<p>More needed housing</p>
<p>Screen Name Redacted 3/15/2023 07:10 PM</p>	<p>helping communities</p>
<p>Screen Name Redacted 3/15/2023 07:14 PM</p>	<p>More potential for affordable housing and affordable rental housing. Family specific housing.</p>
<p>Screen Name Redacted 3/15/2023 07:51 PM</p>	<p>I am a resident of 300 Palliser, parking is an ongoing issue, noise, a 6 storey development is not sustainable. Where are people going to park?</p>
<p>Screen Name Redacted 3/16/2023 12:00 PM</p>	<p>I like the idea of more space for civic uses. I think we need to look forward and plan for our town growing and more services needing more space. I appreciate the buildings going up to 6 stories in this area. Feels like an appropriate area to have this type of land use.</p>
<p>Screen Name Redacted 3/16/2023 06:21 PM</p>	<p>Addition to the housing stock in Canmore that is affordable and will allow people to work and live in Canmore</p>
<p>Screen Name Redacted 3/16/2023 08:57 PM</p>	<p>I like that this would increase the amount of housing in Canmore and that it would be mixed-use.</p>
<p>Screen Name Redacted 3/16/2023 10:44 PM</p>	<p>Canmore needs more living space - demand is high, but availability is low (too many short-term rental properties are killing the rental and buying market. FIX THIS) I support more housing so that workers can afford to live and work in Canmore.</p>
<p>Screen Name Redacted</p>	<p>walkable community, plans for roam (transportation), affordable</p>

3/17/2023 07:44 AM

housing

Screen Name Redacted

provides needed residential areas and includes a wildlife corridor

3/17/2023 08:56 AM

Screen Name Redacted

If this land must be developed, then the fact that some of it is going to affordable, below-market housing is the best possible outcome. I like the dog park, wildlife corridor, and space for childcare.

3/17/2023 09:23 AM

Screen Name Redacted

The proposed higher density residential uses. Allowing buildings up to 6 stories will be a more efficient use of the land.

3/17/2023 09:27 AM

Screen Name Redacted

You have taken enough land from the wildlife. I live in the Palliser building and we watch the elk graze out front and in the back behind the building almost daily along with bears and other animals. You keep developing and we lose what makes canmore special. I hate the idea.

3/17/2023 12:48 PM

Screen Name Redacted

It is a good area for low cost housing.

3/17/2023 05:30 PM

Screen Name Redacted

Adding over/under pass and additional below market housing

3/17/2023 06:05 PM

Screen Name Redacted

The only thing I like about it is that it'll be used as staff housing

3/17/2023 06:32 PM

Screen Name Redacted

I like and welcome the addition of more living opportunities for residents but a lot of items of this plan needs to be reconsidered

3/17/2023 07:56 PM

Screen Name Redacted

More affordable housing, and specifically pet friendly housing is crucial for Canmore right now. There isn't enough affordable housing for residents who work and live here and it's ridiculous that a room in someone's house to rent is so expensive! If you have a pet, you're completely out of luck. My partner and I have two extremely well trained ferrets who we got back when we lived in Calgary, but we have been trapped in a staff accom situation for years because there just isn't enough places available that we can afford, and we both work well paying jobs. We want to start a family, but that isn't going to happen unless if things in the valley change to be more accommodating to those who actively are working out here.

3/18/2023 12:41 AM

<p>Screen Name Redacted 3/18/2023 09:57 AM</p>	<p>Added housing options provided they are affordable and even consider zoning for people who actually work in the Bow Valley</p>
<p>Screen Name Redacted 3/18/2023 10:41 AM</p>	<p>We don't need any more tourist accommodation. We need affordable housing for the people who do all the work to support the existing tourist industry.</p>
<p>Screen Name Redacted 3/18/2023 12:42 PM</p>	<p>1, 8, 11, 12, 13 Zone 1 provides a large area for residential development without over-densifying the neighbourhood or existing residences. Zone 8 protects the existing wildlife corridor. Zones 11-13 allow for potential essential services in the area.</p>
<p>Screen Name Redacted 3/18/2023 12:50 PM</p>	<p>Mixed use, mixed density, creating a walkable community, connecting to town centre,</p>
<p>Screen Name Redacted 3/18/2023 04:12 PM</p>	<p>Nothing leave the land alone</p>
<p>Screen Name Redacted 3/18/2023 05:54 PM</p>	<p>More community housing, mixed use buildings, and multi use public spaces will add value and function to the neighbourhood. Preserving the wildlife corridor is essential to preserving the local wildlife.</p>
<p>Screen Name Redacted 3/29/2023 08:31 PM</p>	<p>Focus on affordable housing, introducing public transit and under or overpass.</p>
<p>Screen Name Redacted 3/18/2023 07:20 PM</p>	<p>The community growth, housing for low income</p>
<p>Screen Name Redacted 3/18/2023 09:18 PM</p>	<p>Civic uses to support the already booming community, and the dedicated wildlife corridor.</p>
<p>Screen Name Redacted 3/19/2023 12:22 PM</p>	<p>Mixed use housing and transit. I represent one of the bigger employers in Canmore and I would be interested in seeing more projects similar to the Bald Eagle Peak Chalets that is being developed on 1st street in town.</p>
<p>Screen Name Redacted 3/19/2023 02:04 PM</p>	<p>Enhanced protection for wildlife</p>

<p>Screen Name Redacted 3/19/2023 08:24 PM</p>	<p>Design includes below market residential, key to ensuring sustainability for long term permanent residents.</p>
<p>Screen Name Redacted 3/20/2023 07:55 AM</p>	<p>The potential for childcare near by and a market if it's not as expensive as the other two grocery stores</p>
<p>Screen Name Redacted 3/20/2023 10:02 AM</p>	<p>Concern about the lack of continuity of the wildlife corridor. It butts up against parcel 1. Given this location is right beside the highway I'd like to see some thoughtfulness about how to mitigate the noise and air quality impacts for the residents. I would also like to see more overt statements about how this development will be in line with the Town's climate goals.</p>
<p>Screen Name Redacted 3/20/2023 11:33 AM</p>	<p>Open space preserved</p>
<p>Screen Name Redacted 3/20/2023 12:03 PM</p>	<p>I like that there is consideration of a new location for an off-leash dog park. I like the idea of non-market housing in section 7. A corner store within walking distance in our neighborhood would be lovely.</p>
<p>Screen Name Redacted 3/20/2023 03:30 PM</p>	<p>It seems it will create a good amount of housing.</p>
<p>Screen Name Redacted 3/20/2023 07:08 PM</p>	<p>- more housing for a town in need - more pathways for walking/biking</p>
<p>Screen Name Redacted 3/20/2023 10:15 PM</p>	<p>Creates affordable community growth with significantly improved and safe connections to town.</p>
<p>Screen Name Redacted 3/21/2023 09:03 AM</p>	<p>The possibility for workers to have a place to live.</p>
<p>Screen Name Redacted 3/21/2023 09:00 AM</p>	<p>High density housing allows for staff accommodation.</p>
<p>Screen Name Redacted 3/21/2023 09:18 AM</p>	<p>I appreciate the high density residential plans. We need more of this instead of single family homes.</p>

Screen Name Redacted 3/21/2023 09:14 AM	Residential
Screen Name Redacted 3/21/2023 09:19 AM	I would like the town to consider using of this space for a new location for the francophone school, Notre-Dame-des-Monts. This school has been looking for a new location for years and has the town is growing, school needs more space. OLS needs more space so moving Notre-Dame-des-Monts makes total sense.
Screen Name Redacted 3/21/2023 09:37 AM	It's residential zoning and not tourist accommodation
Screen Name Redacted 3/21/2023 09:37 AM	new below-market units
Screen Name Redacted 3/21/2023 09:39 AM	Obviously, there would need to be an underpass if this was moving ahead
Screen Name Redacted 3/21/2023 10:02 AM	I like that it includes commercial space (as part of the mixed use spae)
Screen Name Redacted 3/21/2023 10:38 AM	Housing, market for that side of the hwy, livability and quality of space with access to forest.
Screen Name Redacted 3/21/2023 10:50 AM	Wildlife corridor
Screen Name Redacted 3/21/2023 11:56 AM	More units
Screen Name Redacted 3/21/2023 12:08 PM	The idea of more affordable housing is good, but there is a urgent need for a school zone.
Screen Name Redacted 3/21/2023 12:40 PM	The green space
Screen Name Redacted 3/21/2023 03:50 PM	I like that the the town is keeping green spaces.
Screen Name Redacted	Construction of below market housing

3/21/2023 06:10 PM

Screen Name Redacted -the overall concept of creating a community
3/21/2023 07:39 PM

Screen Name Redacted Below-market housing is important, including walkable and cyclable.
3/21/2023 09:02 PM

Screen Name Redacted I like the fact that affordable housing is included. We need housing for all the workers that can't get in the overpriced housing market. We need to keep workers in town.
3/22/2023 08:58 AM

Screen Name Redacted Affordable options
3/22/2023 08:42 AM

Screen Name Redacted The concept in general is great. Including a mixed-use neighborhood considering range of incomes, some retails, open space, preserving wildlife corridor, etc.
3/22/2023 09:22 AM

Screen Name Redacted Mixed-use, walkable, density.
3/22/2023 12:08 PM

Screen Name Redacted More housing and more diverse uses.
3/22/2023 12:40 PM

Screen Name Redacted more community housing, we need more affordable options for housing.
3/22/2023 06:18 PM

Screen Name Redacted Many of the lots are for residential purposes, which is advantageous to the needs of our community. I would hope that the majority of these homes will meet the needs of the people in our community who are having difficulty becoming homeowners because of the high price of homes and the sale of homes to people who do not live in the Bow Valley.
3/22/2023 07:54 PM

Screen Name Redacted I don't like it, as it is putting people between the highway and a wildlife corridor. There is high noise and air pollution, not to mention to lack of green area to play for kids.
3/22/2023 07:43 PM

Screen Name Redacted Some green spaces

3/22/2023 08:54 PM

Screen Name Redacted

3/22/2023 11:13 PM

I like that the hill side on the north side of this concept will stay nature, of this got built on it would be over developed. I think that green areas are just as important as the housing. I think the proposed crossing is great. In the last 20 years people have crosses the highway in a dangerous manner and having g a safe way to get l to town is long overdue.

Screen Name Redacted

3/22/2023 10:56 PM

It's good that our Palliser lane has been developed. But I'm worried that if a 5-6-story condo comes in in front of my house, the front view will be lost. Also, it's nice that there is a road to cross 1 HWY.

Screen Name Redacted

3/23/2023 09:08 AM

More affordable housing

Screen Name Redacted

3/23/2023 11:22 AM

mix of residential and commercial with affordable housing.

Screen Name Redacted

3/23/2023 02:36 PM

I like that it will provide more much needed affordable housing, however, an estimated time frame for various propped projects has not been provided. Also the possibilty of 5 to 6 storey buildings is a concern. I live at the Hector and I cannot visualize how a 5 to 6 storey buiding in front of our 3 storey buildiing will not block out the sun. We already have very dangerous ice build up in our parking lot and Palliser Lane in the winter. At times it is very scary to walk across the parking lot to get to the garbage bins, post boxes and then across the lane to get to sidewalk and trails.

Screen Name Redacted

3/23/2023 05:33 PM

Available to use and roam freely with our dog.

Screen Name Redacted

3/23/2023 08:09 PM

Connectivity to downtown, paths

Screen Name Redacted

3/23/2023 08:05 PM

More housing opportunities of course. Adds a bit more of a community feel as I live in palliser and it feels like we are separated from the rest of Canmore.

Screen Name Redacted

3/24/2023 12:30 PM

This area is outside the main area of canmore The traffic noise is horrible...and watching the wild life crossing the highway every day is cringe worthy.

<p>Screen Name Redacted 3/25/2023 11:04 AM</p>	<p>Expanding community living opportunities. I admit the Palliser Area looks and feels a bit pieced together. I'm supportive of creating a more neighbourhood feel.</p>
<p>Screen Name Redacted 3/25/2023 11:10 AM</p>	<p>Interchange land parcel is a good place to build. Please be mindful of blocking current building's views.</p>
<p>Screen Name Redacted 3/25/2023 12:55 PM</p>	<p>i think the palliser area has been pieced together and could be impred</p>
<p>Screen Name Redacted 3/25/2023 12:54 PM</p>	<p>it addresses housing need</p>
<p>Screen Name Redacted 3/25/2023 02:29 PM</p>	<p>Mixture of affordable and market value homes. Do not like fact that town is considering 6 stories.</p>
<p>Screen Name Redacted 3/25/2023 04:55 PM</p>	<p>Higher density living options</p>
<p>Screen Name Redacted 3/25/2023 10:00 PM</p>	<p>Mixed use housing and higher density housing options</p>
<p>Screen Name Redacted 3/26/2023 03:19 PM</p>	<p>Mixed Use - I like the locations of the proposed mixed-use developments. I like that there are two areas supporting mixed use which might encourage local foot and bicycle traffic through the community to take advantage of amenities. Street activity makes a community safer and more interesting. Mix of Market and Affordable / Attainable Housing - I think this encourages diverse interests and breaks down imaginary barriers between people living in market and non-market housing. I would like to see conscious efforts made to ensure housing supports a variety of socio-economic backgrounds, ages / stages and abilities. Civic Uses - I like the idea of providing other options for civic uses at this corner and preserving the cemetery as an important cultural / historical space in Canmore. I would like to recommend some thought be given to transportation in and out of those areas as there is currently only one dedicated access point off Palliser Trail which is already very close to the existing intersection at the corner of Silvertrip Trail. Additions to the ASP - I support including all developable packages of land in this area in a single ASP.</p>

<p>Screen Name Redacted 3/27/2023 09:32 AM</p>	<p>The bus and the bridge</p>
<p>Screen Name Redacted 3/27/2023 10:10 AM</p>	<p>Protection of the wildlife corridor</p>
<p>Screen Name Redacted 3/27/2023 12:59 PM</p>	<p>Attempting to help meet the housing crisis in all of Canmore or just Cougar Creek and Silvertip?. Live close to your work site. Thoughts of greenspace and of commercial areas for residents of the area, including Cougar Creek, Silvertip and others. Building a community where people have a sense of belonging that is respectful & responsible to our mountain environment.</p>
<p>Screen Name Redacted 3/27/2023 07:31 PM</p>	<p>Lots of different options for residential.</p>
<p>Screen Name Redacted 3/27/2023 07:30 PM</p>	<p>It aligns with the current needs of the community</p>
<p>Screen Name Redacted 3/27/2023 08:39 PM</p>	<p>We need more affordable housing for families</p>
<p>Screen Name Redacted 3/29/2023 08:46 AM</p>	<p>That some land will remain undeveloped. I'm not sure what mixed use means, but one small convenience store would be great.</p>
<p>Screen Name Redacted 3/28/2023 04:35 PM</p>	<p>As a current owner in the Blakiston building, I appreciate the new mixed use space and development to the trail/transit network. A connection from Palliser to the downtown core is sorely needed and I think this should be considered as soon as possible. I watch adults and the odd family run across highway 1 daily. Our area in Palliser definitely needs a small mixed use commercial space. Currently the walkability of restaurants/stores/grocery are not great.</p>
<p>Screen Name Redacted 3/28/2023 04:43 PM</p>	<p>I like the mixed use.</p>
<p>Screen Name Redacted 3/29/2023 12:12 PM</p>	<p>i like employee housing, the wildlife corridor staying, civic uses, and low-income housing. Am glad that we won't be having tourism accomodations and convention centres.</p>
<p>Screen Name Redacted</p>	<p>This land should be sold to developers so they can build something for</p>

3/29/2023 12:26 PM

the rich visitors.

Screen Name Redacted

Should only be used for affordable housing.

3/29/2023 12:24 PM

Screen Name Redacted

More residential spaces, hopefully added to the CCH inventory. I don't need to go into details, everyone knows that people who want to work and live in Canmore struggle and many leave for lack of affordable or illegal housing options.

3/29/2023 12:33 PM

Screen Name Redacted

Location, possible low income Sr independent housing and do hope you allow dogs of certain height. I have a adorable, very happy, defiant to protect our companionship. He will be April fools day and is also Alberta Made of international champion bloodlines just outside of Edmonton. The weather is better for him in the south as he doesn't shed any seasonal coat.

3/29/2023 12:39 PM

Screen Name Redacted

That you guys kept a wildlife corridor and want to diversify the type of housing available in the area

3/29/2023 12:58 PM

Screen Name Redacted

Affordable housing units being added but I am not clear as to how many units - looks like one building

3/29/2023 01:03 PM

Screen Name Redacted

I like the fact that environmental considerations are being observed such as the wildlife corridor. I like that buildings will be designed to optimize limited land by increasing the number of stories to 6.

3/29/2023 01:08 PM

Screen Name Redacted

Addresses Housing Needs

3/29/2023 01:14 PM

Screen Name Redacted

Walkable neighbourhood. Keeping in mind sunlight and views. Large parcels for Vital Homes and affordable rentals. Mixed use areas with commercial development.

3/29/2023 01:33 PM

Screen Name Redacted

land use concept categories are thoughtful

3/29/2023 02:05 PM

Screen Name Redacted

I like the idea that there could be some more development that would make it feel more like a community. Because it's the first time there is not a commercial developer involved (it's the Town and CCHC), this

3/29/2023 01:58 PM

development could / should be a showcase example of housing that locals can access because we need that.

Screen Name Redacted
3/29/2023 03:51 PM

some space for affordable housing

Screen Name Redacted
3/29/2023 04:46 PM

Pedestrian under/over pass, expanded Roam service, multi-use buildings, dog park,

Screen Name Redacted
3/29/2023 05:01 PM

Convenient, walkable and hopefully an affordable houses to the people who work in the Canmore.

Screen Name Redacted
3/29/2023 05:42 PM

More housing for residents

Screen Name Redacted
3/29/2023 06:20 PM

nothing - get rid of the church and build something useful there?

Screen Name Redacted
3/29/2023 05:47 PM

Mixed concept , affordable housing for those that work in town. I hope this is checked and made sure of and not rented to weekenders or out-of-town Banff Lake Louise staff

Screen Name Redacted
3/29/2023 06:48 PM

Rental or ownership program to long term residence and work in bow valley .

Screen Name Redacted
3/29/2023 06:50 PM

Nothing

Screen Name Redacted
3/29/2023 07:28 PM

Below market units are less than the mixed units, how can it help the housing issue for low income families

Screen Name Redacted
3/29/2023 07:53 PM

We need more housing, especially long term rentals for local residents who live and work in the Bow Valley long term. It is critical that this is part of the planning.

Screen Name Redacted
3/29/2023 09:05 PM

There is a wildlife corridor

Screen Name Redacted

Keeping the dog park

3/29/2023 09:33 PM

Screen Name Redacted

3/29/2023 09:21 PM

Range of land use and measure for park space; only concern is the herding space fir the elk who use these spaces to live

Screen Name Redacted

3/30/2023 07:13 AM

The wildlife corridor

Screen Name Redacted

3/30/2023 07:23 AM

More space

Screen Name Redacted

3/30/2023 08:08 AM

There is a real focus on making this area a vibrant, somewhat self sufficient part of the community. Right now it's disjointed with little transportation connection and feels like the corner where the unwanted are placed.

Screen Name Redacted

3/30/2023 08:04 AM

I like the additional housing

Screen Name Redacted

3/30/2023 08:13 AM

Need space for living. Is important to have AFFORDABLE housing.

Screen Name Redacted

3/30/2023 08:32 AM

Adding mixed use and making this area a proper neighbourhood rather than an island that feels very disconnected from the rest of town. The proposed addition of an under/overpass for pedestrians is incredibly important, as it's already quite dangerous and adding more people to the area will only exacerbate the problem if there's no safe place for them to cross.

Screen Name Redacted

3/30/2023 08:54 AM

I like that there is some focus on enhancing the wildlife corridor and creating some affordable housing, and walking trails,,also the community space.

Screen Name Redacted

3/30/2023 08:43 AM

Uhhhh,Affordable housing.

Screen Name Redacted

3/30/2023 09:10 AM

Residential/multi-story.

Screen Name Redacted

3/30/2023 10:20 AM

using more land that is unused

<p>Screen Name Redacted 3/30/2023 10:28 AM</p>	<p>More housing and green space.</p>
<p>Screen Name Redacted 3/30/2023 11:17 AM</p>	<p>Creates more housing, preferable affordable geared to people who actually live here.</p>
<p>Screen Name Redacted 3/30/2023 12:03 PM</p>	<p>Mixed-use, density, and pedestrian accessibility.</p>
<p>Screen Name Redacted 3/30/2023 12:11 PM</p>	<p>More housing for renters priced at 30% of their net income.</p>
<p>Screen Name Redacted 3/30/2023 01:55 PM</p>	<p>Zone 1 provides a large area for residential development without making the area too dense Zone 8 protects the existing wildlife corridor. Which should be higher value in terms of how little wildlife already has in this town with the development happening. Zones 11-13 allow for potential essential services in the area.</p>
<p>Screen Name Redacted 3/30/2023 02:45 PM</p>	<p>The things I most like about the proposed land use concept are: - creation of more affordable housing -provision of a highway underpass / overpass to improve safe mobility options for local residents -considerations and planning to protect the movement of ungulates and the wildlife corridor -improved pedestrian and complete street network (sidewalks, walking / cycling paths) -bus stop that connects with current Canmore bus routes</p>
<p>Screen Name Redacted 3/30/2023 03:31 PM</p>	<p>Due to all the development happening in Town, clearly we will need an expansion of the cemetery.</p>
<p>Screen Name Redacted 3/30/2023 06:43 PM</p>	<p>Medium to high density. Variety of Vital, below market, and market units. Mixed use residential to have retail available for local residents. Dog park since Canmorons like to have dogs, but most of these Palliser residents won't have backyards.</p>
<p>Screen Name Redacted 3/30/2023 08:10 PM</p>	<p>Accommodation for Residents, Wildlife corridor(needs to be large as it is used by may different species,) Safe travel over or under Highway 1 to access shops etc.</p>
<p>Screen Name Redacted</p>	<p>There is a serious effort to build below market housing for local</p>

3/30/2023 07:38 PM

business staff

Screen Name Redacted

3/30/2023 08:44 PM

Public spaces and commercial businesses that serve residents.
Housing that supports a health and diversity

Screen Name Redacted

3/30/2023 07:59 PM

focus on affordable housing, green space / livability, active transportation, room for a school, commercial hub

Screen Name Redacted

3/30/2023 09:15 PM

Affordable housing

Optional question (170 response(s), 24 skipped)

Question type: Essay Question

Q6 | What do you think could be improved about the proposed land use concept?

Screen Name Redacted

3/13/2023 08:32 AM

Maximize the space for low income rent/own properties only

Screen Name Redacted

3/13/2023 08:44 AM

The "New open space" is tiny - we need more parks that are multi use with lots of space for off leash AND other recreation.

Screen Name Redacted

3/13/2023 09:03 AM

Use the proposed wildlife corridore as well for housing

Screen Name Redacted

3/13/2023 09:05 AM

Obviously there needs to be a pedestrian crossing at the highway otherwise there will be more deaths here. Should be rent controlled apartments for local workers only!

Screen Name Redacted

3/13/2023 09:07 AM

Wildlife land bridge to cross hwy

Screen Name Redacted

3/13/2023 09:18 AM

new open space is too small

Screen Name Redacted

3/13/2023 09:47 AM

I do not think portions 11 and 13 mirror what is required and currently built for the new fire station, this should be revised to better mirror built structure and actual land availability.

Screen Name Redacted

3/13/2023 10:07 AM

More low income accomodation

Screen Name Redacted

3/13/2023 10:18 AM

I am concerned about having a narrow wildlife corridor right up against high density housing. Will this corridor be closed to the public? if not it will not be a functional corridor as it would have a lot of human use within it. Creating a wider corridor and insuring it has minimal human use within it. There needs to be a pedestrian overpass from this area across the highway. There is already a lot of foot traffic across the highway in this area. Also lowering the speed limit to 90 km an hour through Canmore would make this safer for all.

Screen Name Redacted

3/13/2023 11:58 AM

- There is no mention of family living - a new, modern large kids playground is needed, residents currently travel by cars daily to enjoy quiet and better playground. The sector 3 is great spot, but will still need a soundproofing wall to create a zone to have a break from highway noise. Sector 3 and going into 4 at the edge of wildlife corridor should include large kids playground, field for ball games or hoceky, bike pumptrack, community park, and dog park. Dog park should not be prioritized ahead of family needs and people. - Sector 7 should not have any attempts to create outdoor meeting space or plaza, if there is not an absolute noise reduction from highway - landscaping standards must be clearly stated to developers - large mature trees, large shrubs must be requirement. - noise buffer from highway must include soundproofing barriers or terrain features. Planting trees is not provide enough improvement - there are number of good research articles. - landscaping must be invested in, mature trees and creating small forest patches is preferred. Planting a couple of Christmas Trees will not make a difference - as in the latest development in area. This development and Canmore did not follow original ASP requirements in landscaping. - Sector 5 should not have a building taller than exisiting 300 Palliser block - parking areas must be mandated underground, or we use usable land to parking lots. Also, developers must consider reality - there will be more cars per apartment unit, and many people will continue driving large SUVs and pick- up trucks. This is another failure at the latest development at the Palliser lands. - there should be a vehicle brige as a new connector while we plan such an investment for next 20-30 years. An overpass or underpass is not enough. It is naive to think that majority resident will be walking or biking, while we have 8 month of winter conditions in the valley. - it is all about highway - and the driver's point of view should be irrelevant. The communities are built for people and many other countries especially in EU have done lot better job isolating the highways from living areas. Noise reduction from highway is the number one priority for this area. - speed should be limited on HGW1 through Canmore corridor to 90kmh. It is unbearable to have the semi trucks (18 wheels hitting ground) at 120kmh passing through the

residential area. -

Screen Name Redacted

3/13/2023 12:14 PM

Do not relax the height restrictions for this area. Don't allow taller buildings.

Screen Name Redacted

3/13/2023 12:41 PM

Obviously there needs to be a pedestrian crossing connecting this area to downtown, otherwise everyone will continue to cross the highway. The town also needs to lobby the province to lower the speed limits on the highway through town, for two obvious reasons: 1) wildlife - enough have died here, that it is basically a death sentence to be a wild animal in Canmore, that god forbid wants to cross the road. 2) quality of life for residents - yes, noise pollution and air pollution at those speeds really does affect quality of life. The cheaper, more affordable housing is mostly within a few hundred meters of the highway, and when you go outside into your green space or even just open a window, all you hear is highway noise. It sucks, and unless the town does something, it will always be something that causes people to stay inside, and keep their windows shut. Just ask them to keep it 90 km/hr until the cars are past town, or.... a not so revolutionary idea that most other cities across the world have adopted is to lower the speed limit as cars move through a residential zone on a highway.

Screen Name Redacted

3/13/2023 01:18 PM

Shorter buildings right on the highway. Pedestrian bridge and increased connectivity with roam transit system for people living in Palliser.

Screen Name Redacted

3/13/2023 01:20 PM

Safe access to downtown for residents (highway over or underpass). More consideration for the human wildlife conflict happening in this area already - how this will put more stress in the elk.

Screen Name Redacted

3/13/2023 02:16 PM

I think it's poor planning to find an available section of land and cram as much into it as possible. It's going to be a real mess trying to train the elk to stay away - so I anticipate far more wildlife-traffic incidents. There's already a massive residential property in the middle of Palliser that has been complaining about parking from the outset - and the police have been ticketing these people for simply trying to park near their home. Insufficient parking was planned. Are they planning to make some sort of pedestrian crossing across the highway? Because there are already a LOT of people playing Frogger with their lives trying to cross there. I don't like the idea that on a whim, we all know these places will someday become Air B 'n B's. Palliser will become the new Kananaskis Way. There are already

WAY too many short-term and vacation "residents" here and it's making it really difficult for people trying to live and work in the area.

Screen Name Redacted
3/13/2023 03:34 PM

This development seems like it would put further pressure on the wildlife corridor.

Screen Name Redacted
3/13/2023 03:46 PM

Access to the back half of Palliser on foot. You need either an overpass or an underpass before any more pedestrians are killed. Walking kilometres out of their way for the current one is not feasible.

Screen Name Redacted
3/13/2023 05:02 PM

Consider even taller in the big parcel in the middle. It's a great location and wouldn't have impacts

Screen Name Redacted
3/13/2023 05:36 PM

The TOC should NOT be in the business of building or owning rental (below market value) properties. There needs to be substantially more parking if you intend to super-saturate that area with buildings/units. There is already overflow from the existing buildings into the street for parking. It is myopic of the TOC to systematically eliminate parking from the town and not force developers to have more than adequate parking on site. Six story developments will be an eyesore along the highway, and as stated previously, there is no way this plan can accommodate the number of cars/unit that REALITY has shown is greater than the 1 stall per unit regardless of whether it is a one/two or three bedroom unit. God forbid you allow 0.7 stalls per unit like you did downtown on the old catholic church site!!! I see the Silvertip Green space, and a new dogpark to replace the one currently being used there. Cool. However I see no other greenspace in the plan. Being beside the highway, there should be a buffer of trees. If you get the wildlife overpass or pedestrian overpass, this should be included in the drawings with a rough greenspace plan to accompany it.

Screen Name Redacted
3/13/2023 05:54 PM

6 storey building in front of the existing buildings will totally block sunshine for current residents. All new buildings should have underground parking. We already experience lack of parking spots.

Screen Name Redacted
3/13/2023 06:54 PM

5 and 6 story building isn't cool. Why stop there? Why don't we start building highrise buildings in Canmore? Also, calling 4 story condo buildings low-density is simply dishonest. There is nothing low-density about a 4 story condo complex. It is a lot of people and has a big impact on the wildlife corridors. It seems like you've added the 5 and 6-story buildings to the ASP just so that you can try and convince

yourselves and everyone else that 4 stories is low-density by comparison Having spent more the 16 years living in 4-story buildings I can assure you that they are not low-density. Perhaps the TOC planners are paid well enough to live in townhouses, duplexes and single-family homes. Those buildings are low-density.

Screen Name Redacted

3/13/2023 07:49 PM

How are elk hurds in the area expected to cross from one side of the T.C to the other? This is only going to cause more wildlife corridor issues. Let the land stay as is (undeveloped).

Screen Name Redacted

3/14/2023 02:28 AM

Less density, lower height buildings, more green space, and allowance for rail corridor next to highway.

Screen Name Redacted

3/14/2023 02:38 AM

Over/underpass for pedestrians to safely get across the TCH.

Screen Name Redacted

3/14/2023 09:35 AM

The addition of buses that run to the main town would also be helpful as low-income should also consider that many people will not be able to afford cars in the area. I think the dog park in the area is a nice addition and with the many dogs in the area, I would like to see that stay.

Screen Name Redacted

3/14/2023 09:50 AM

I don't really understand how the highway access works and having this neighborhood/area so close to the highway. I personally would not want to live within that proximity. Also just think you should ensure it feels like a neighborhood rather than a collection of apartment buildings. Would be nice to see a bridge or overpass (for cars or people - or both!) that connect teepee town and see some more density in teepee town - some small apartment style buildings making the two areas feel more connected.

Screen Name Redacted

3/14/2023 11:33 AM

Parking isn't covered: would love to learn how much land has to be paved to support this - requiring developments to include underground or multi-level parking structures would be a great improvement. Leaving room for the cemetary to expand is insanity. It's regrettable enough that we've got that much land serving no purpose for human or wild life in perpetuity: adding to it is so stupidly wasteful. Not to mention that it's effectively a subsidy from the local tax base. All this to store a bunch of long dead formaldehyde filled carbon sacks. Hard pass.

Screen Name Redacted

All land should be donated to a non profit to build the housing.

3/14/2023 07:41 PM

Screen Name Redacted

3/14/2023 11:06 PM

Limit construction in Zone 1 to allow wildlife corridors to be maintained as new infrastructure in this area will displace animals and affect their movement. Leave the off-leash dog park where it is as it seems counter productive to wildlife to put a dog park next to the wildlife corridor. Maintain current access trails to mountain bike trails and disc golf activities as this green space and access is essential to resident livelihood and enjoyment. Add a lamp post to the road that intersects the 300 Palliser condo unit and Palliser Trail as that intersection is very dark.

Screen Name Redacted

3/15/2023 07:11 AM

I don't see a vision for climate leadership that would be consistent with the declaration of a climate emergency. Given that these are largely public lands, it is entirely within the Town's authority to require that all new housing here is of an energy efficiency standard that exceeds building codes and moves us towards the net zero standard. This may also be our best opportunity to investigate the potential for district energy options. Such objectives should be clearly built in to the ASP.

Screen Name Redacted

3/15/2023 09:09 AM

more "public space/community benefits" space. If the idea is to create a new neighbourhood, can there definitely be daycare; grocery store; cafes for people to gather; space for open air activities (an open air stage; some kind of market; just a gathering place for neighbours to meet). The elk DO use the area too - it is part of their regular "route" up Silvertip Trail to the wildlife corridor higher up, across to Eagle Terrace and down. They regularly gather in the few remaining greenish areas and at the church to eat before moving on. There is no accommodation for them in this plan.

Screen Name Redacted

3/15/2023 06:42 PM

More details on flood mitigation and how to connect and improve trail infrastructure

Screen Name Redacted

3/15/2023 07:10 PM

If there will have a crossover bridge or under the highway, nobody try across the highway in risk

Screen Name Redacted

3/15/2023 07:14 PM

A pedestrian overpass to the teepee town area. Consideration for parking. Underground parking is expensive to build. Street parking limited. An overpass suitable for biking and pedestrians may support need for less parking. But it is still needed. The height of buildings will distract from the landscape of Canmore. But I understand the rationale. No place else to build high density.

<p>Screen Name Redacted 3/15/2023 07:51 PM</p>	<p>An over pass, or a small proposed project.</p>
<p>Screen Name Redacted 3/15/2023 08:23 PM</p>	<p>I think it needs to be nothing above 4 stories. The dog park should not be moved. It is used a lot. Any condo building should have a parkade. Parking is an issue already.</p>
<p>Screen Name Redacted 3/16/2023 12:00 PM</p>	<p>In space one - is it necessary to have the offshoot into the wildlife corridor area? Seems awkward.</p>
<p>Screen Name Redacted 3/16/2023 06:21 PM</p>	<p>The new 'open space' seems quite small compared to the number of housing units proposed</p>
<p>Screen Name Redacted 3/16/2023 08:57 PM</p>	<p>I'm fully in support of this plan as long as there is an over/underpass, increased public transit to the area, and at least one convenience store in the vicinity to fill community needs.</p>
<p>Screen Name Redacted 3/16/2023 10:44 PM</p>	<p>6 story buildings in Area 5 will not preserve views for existing developments. Area 7, 6 storey possible but still blocking views of existing buildings. No concerns with any other parcels.</p>
<p>Screen Name Redacted 3/17/2023 07:44 AM</p>	<p>Requirements for energy efficiency standard, move towards net zero! We have declared a climate emergency in Canmore, we now need to start taking action, on a larger scale. Will the town add an efficiency standard, in line with the climate emergency? Have you explored district energy options? Thanks for allowing feedback, I hope our voices will be heard, for our community and for our future.</p>
<p>Screen Name Redacted 3/17/2023 08:56 AM</p>	<p>it could use more park/open space and limit building height to 5 storeys (similar to apartments on the other side of highway)</p>
<p>Screen Name Redacted 3/17/2023 09:23 AM</p>	<p>This proposal suggests increasing the Palliser ASP boundary. I don't necessarily agree with building past this boundary. More of the residential area could go to affordable, below-market housing.</p>
<p>Screen Name Redacted 3/17/2023 09:27 AM</p>	<p>The idea of including commercial is good, but it needs to be phased such that it will be built when the demand is there. I realize there are some residential units in the area now, but I wouldn't want to see any</p>

residential development held up by the Town's desire for commercial development.

Screen Name Redacted

3/18/2023 01:09 PM

It should be a priority to include a pedestrian walkway over or under the highway. We don't want anymore deaths on the highway! Also, affordable rental accommodation also should be included. We need more of this if we want to attract the workers that we need to Canmore.

Screen Name Redacted

3/17/2023 12:48 PM

Just don't do it.

Screen Name Redacted

3/17/2023 05:30 PM

We know that Canmore needs more affordable housing and given the opportunity this would be the place to prioritize that function over “extensive commercial or quasi-commercial uses (visitor accommodation, convention facilities, cultural establishments”. Apartment blocks without luxurious fixtures and amenities providing reasonable rental suites would go a long way. I do agree with providing commercial opportunities to service the residents.

Screen Name Redacted

3/17/2023 06:05 PM

Residential in area 7 seems too close to highway to be desirable. There are frequently large elk herds in this area and this doesn't seem to be addressed. I am worried about the ratio of CCH housing to market housing.

Screen Name Redacted

3/17/2023 06:32 PM

More green! More trees! Maybe a little park! definitely not 6 storey building! It doesn't fit Canmore!

Screen Name Redacted

3/17/2023 07:56 PM

We do not need a 6 storeys building anywhere in canmore. You cannot just sudden block the beautiful view to the mountains of so many residents of 300 Palliser Lane. Please reconsider this plan

Screen Name Redacted

3/18/2023 12:41 AM

I would love for there to be some kind of underpass or bridge that will help connect palliser to the rest of Canmore. A lot of people just run across the highway and this will be a much larger issue if pedestrian infrastructure isn't also put into place. Having a bus stop or two would also be necessary for transportation.

Screen Name Redacted

3/18/2023 09:57 AM

Not 6 stories high because I worry views will be obstructed

Screen Name Redacted

3/18/2023 10:41 AM

There is no clear plan that I can see to address increased traffic and parking needs. As much as we would like people to walk and bike, I don't believe many of the existing and future residents of this area are going to sell their cars. Some of us (many of us) are getting older and walking and biking are not an option, especially in the winter.

Screen Name Redacted

3/18/2023 12:42 PM

2, 3, 5, 7, 10 The proposals for these zones are troublesome due to high density, building height, and destruction of natural areas. Zone 2, five storeys is too high. Zone 3 is unnecessary. These trees and natural growth should not be removed or damaged. Zone 5 should take the place of zone 3 as the public space. There is no vegetation to be removed (although trees could be planted), there is an existing playground and dog park, and there is room to create a park for the community. Building residences in this zone will not preserve views for existing developments, nor would there be adequate parking. Zone 7, any development over four storeys is unnecessary, excessive, and creates another parking issue. Zone 10 should remain undeveloped and natural.

Screen Name Redacted

3/18/2023 04:12 PM

It's fine the way it is. Allows wildlife to live their lives the way they right now. Large amounts of elk use that land along with coyotes and deer

Screen Name Redacted

3/18/2023 05:54 PM

Approving Canmore's first 6 story buildings in this community will have a significant impact on the current community members and wildlife. While the plan states it will work to preserve existing views and light, placing a building two stories higher, in front of a 3 and 4 story building will absolutely block natural light, particularly in the winter, for residents of these buildings and create an eye sore compared to the natural beauty. Almost every building in Canmore is no more than 4 stories, so creating an exception here will set a new precedent in a town that has work hard for so many years to preserve surrounding views. Increasing the population density in a limited area that already struggles with parking and congestion on a small roadway will create frustrations for everyone. Given the already high density of this small land area, the land proposed for 6 stories where the dog park is currently is much better suited to row/townhomes. The plan also intends to stop protecting valuable land to our Elk herd. Throughout the spring and fall for decades (if not much longer) the Elk have gathered on the parcel of land by the highway. Taking this away from them will effect their rutting and feeding grounds. Furthermore, while there is significant benefit to increasing community housing, consideration needs to be given to diversifying the housing in the area to mixed incomes and types of homes to help build the foundations for a vibrant neighbourhood.

Screen Name Redacted

3/29/2023 08:31 PM

I really worry about 1) losing sunlight and 2) guest parking. I live in the the in a first floor south-east facing unit in the Blakiston building. I worry that new development were the dog park currently is will lead to lost views and less sunlight. New developments in Canmore very rarely provide enough parking (I know parking is an issue at the Peaks). Right now there is ample guest parking available for the Blakiston and adjacent building (which is good for when friends or family visit). I worry that with future developments these guest parking spots will largely evaporate. I REPEAT the Peaks does NOT have enough parking (most new developments don't).

Screen Name Redacted

3/18/2023 07:20 PM

Smaller, not using the dog park, consider ample parking for every building proposed

Screen Name Redacted

3/18/2023 09:18 PM

Don't build on the fields by the highway, specifically areas 1, 7 & 8. Elk regularly use this area for feeding in the late winter, and it maintains the open space as people pass through Canmore on the highway. The six story buildings are too much. The densification of remaining lands will have unintended negative consequences on the community. (See Squamish, B.C. for example). Focus on limiting the part-time home owners who already have living space sitting empty for most of the time, rather than continuing to densify and build on the land that makes Canmore special.

Screen Name Redacted

3/19/2023 12:22 PM

I would be interested in seeing more projects similar to the Bald Eagle Peak Chalets that is being developed on 1st street in town to help with staff housing. I worry that we are blocking entry to a younger population that works and contributes in Canmore and might turn into a retirement community only. Also, I cannot stress enough how important it is to have a Roam stop in that area to go towards downtown Canmore.

Screen Name Redacted

3/19/2023 02:04 PM

Not as much area taken from the wildlife corridor for this project

Screen Name Redacted

3/19/2023 08:24 PM

Carving out some space for a school. Notre-Dame des Monts and Our Lady of the Snows schools up in Three Sisters are packed. We have one gymnasium for 800 students. A new school would ensure high quality education for all students in the Valley.

Screen Name Redacted

3/20/2023 07:55 AM

A pedestrian bridge to walk into town. Buildings that do not block views of the buildings already built. A dog park. More green space. Natural fields for wildlife to move through. Such as the fields that are

currently there that allow elk to bed and graze.

Screen Name Redacted

3/20/2023 10:02 AM

See above.

Screen Name Redacted

3/20/2023 11:33 AM

This plan is too high density for the area. Affordable housing should be interspersed throughout neighborhoods. By concentrating affordable housing in one area, you risk “ghettoizing” parts of town. This type of large scale affordable housing is unlike other projects the town has undertaken to date. Instead of continually approving visitor accommodation, the town should be demanding more affordable accommodation throughout all of town and its new developments.

Screen Name Redacted

3/20/2023 12:03 PM

It is important that a location for a dog park is allocated if the current space is developed for residential housing. There are many residents in the Palliser area that are dog owners who utilize the current space. If a dog park is indeed to be located in section 3, it will require parking so users do not park in private stalls in section 4, which will be a likelihood if the road access to the dog park cuts through the current parking lot at the back of the Blakiston Building as noted in the drawing. The new location will also require lighting as the space is very dark at night. I do not think that the allocation of a six-floor residential building in section 5 of the proposed land use concept aligns with the guiding principles noted in board 3. If the new ASP is actually going to preserve views for existing residents, a six-floor building placed directly in front of a 3 floor and 4 floor development cascades in the opposite direction for maintaining access to sunlight and views. I understand the need to maximize affordable housing, but the development of six-floor buildings should be restricted to sections 1, 2, and 7. Section 5 would be better suited to townhouses or two-floor units like 4 and 6-plexes to align with the outlined building principles.

Screen Name Redacted

3/20/2023 02:40 PM

your taking the living space away from the animaks

Screen Name Redacted

3/20/2023 03:30 PM

All of the housing should be affordable to lower income tenants/buyers to sustain the workforce in Canmore.

Screen Name Redacted

3/20/2023 07:08 PM

- #5 should not be 6 storeys as it will block view from Balkiston - We need to keep more green spaces for the elks - the new open space should be bigger as there will now be more people around

Screen Name Redacted
3/20/2023 10:15 PM
Limited height of development should be considered (6 storeys is unnecessary, 5 per existing development would be better). Guidelines on density and appropriate sustainability measures (solar, EV etc) should be included.

Screen Name Redacted
3/21/2023 09:03 AM
Threatening of wildlife corridor. The proposed concept suggest a wildlife corridor but the location IS a wildlife corridor and will therefore restrict ONCE AGAIN their space at the bottom of the valley.

Screen Name Redacted
3/21/2023 09:00 AM
Our school (Notre Dame des Monts) is looking for a land for a new school and we would like to see some of the land dedicated for that purpose. Our population is growing, so we also need land for a new school.

Screen Name Redacted
3/21/2023 09:02 AM
Bigger wildlife corridor space. I am not sure that the space for a daycare, or why not a school is considered.

Screen Name Redacted
3/21/2023 09:18 AM
We need a new French school and this would be the perfect area. Why has space for a new school not been added to the plan?

Screen Name Redacted
3/21/2023 09:14 AM
Room for an additional school

Screen Name Redacted
3/21/2023 09:19 AM
As above

Screen Name Redacted
3/21/2023 09:37 AM
Have zoning for school. NDM is beyond it's capacity and will need a land to build a new school. I also dislike that we are developing in an area heavily used by elks. This town is growing too much and not leaving enough space for wildlife. We need wise development with long term vision and in my opinion, wildlife should be the priority.

Screen Name Redacted
3/21/2023 09:37 AM
Our schools are struggling to fit all of our students. We need the town to prioritize educational lands (specifically, École Notre-Dame des Monts desperately needs a school as the secondary students cannot continue to share four rooms in a basement for six grade levels).

Screen Name Redacted
3/21/2023 09:39 AM
There should be land for a school

<p>Screen Name Redacted 3/21/2023 10:00 AM</p>	<p>The green space isn't big enough. The multi storeys closest to the highway are blocking the view of the mountains, it should be the opposite. Adding a lot of housing but I don't development for schools to go along with that.</p>
<p>Screen Name Redacted 3/21/2023 10:02 AM</p>	<p>Needs to clearly outline how this areas is connected to the Down town area (concern about pedestrian traffic on the highway).</p>
<p>Screen Name Redacted 3/21/2023 10:13 AM</p>	<p>I think it is important for the town to provide some space for a new school as Our Lady of the Snow and Notre-Dame des Monts require more space for their students. École Notre-Dame des Monts has been asking for some space for a new school for years and this could be an opportunity to finally make it happen.</p>
<p>Screen Name Redacted 3/21/2023 10:38 AM</p>	<p>Access to using some of the land for the Notre Dame des Monts school, space needed for the school to grow and growth for students.</p>
<p>Screen Name Redacted 3/21/2023 10:50 AM</p>	<p>No schools. We need to find a new location for Ecole Notre-Dame-des-Monts. This area would be ideal.</p>
<p>Screen Name Redacted 3/21/2023 11:43 AM</p>	<p>BIGGER NEW FRENCH SCHOOL</p>
<p>Screen Name Redacted 3/21/2023 11:56 AM</p>	<p>Let the bus run through the area , we live in these condos for a reason and not having a local bus going through the area is just a nightmare for us , we cant afford buying cars some if us cant drive anyway , we really appreciate having a bus stop in our neighborhood</p>
<p>Screen Name Redacted 3/21/2023 12:08 PM</p>	<p>An area for an eventual school.</p>
<p>Screen Name Redacted 3/21/2023 12:40 PM</p>	<p>École Notre-Dame-Des-Mont is in desperate need of a new location, sharing with Our lady of the Snow is not suitable anymore as both schools grow their numbers. Also we don't need mix income rental unit. We need for low to medium income only. And rules about Air b&nb</p>
<p>Screen Name Redacted 3/21/2023 03:50 PM</p>	<p>The Francophone school really need a new building and we there's no land to accommodate a new construction. Could you zone a part of that Palliser land for a school zone to be given to the Francophone</p>

school - École Notre-dame des Monts - under Francosud school board?

Screen Name Redacted

3/21/2023 06:10 PM

I would like to see SCHOOL LAND available in this plan. We have school that need space to grow and nowhere to build.

Screen Name Redacted

3/21/2023 07:39 PM

-Allocation for more a school and increased park space for recreation
-elimination of 6-storey buildings

Screen Name Redacted

3/21/2023 09:02 PM

The Town needs to think about land for a new school. The francophone school will likely need a new place in the next decade, and there is nowhere in Town that it could be built. Could it potentially fit in this area? Also, through the ASP process, Canmore should think about recreational trails in the area (single tracks).

Screen Name Redacted

3/21/2023 09:57 PM

Too dense, green space too small, removal of an important dog park, removal of views and aesthetics

Screen Name Redacted

3/22/2023 08:58 AM

I am very disappointed that there is no land zones for school use. For years now, the francophone school (NDM) has been looking for land to build their new school. And for years, the Town Council is aware of it. As a taxpayer AND as a member of the Francophone community, I would like my child to have access to it's own francophone space, where he is not cramped in a school already too small and always comes second when it comes to share amenities with OLS because they are the minority. I would like all the students from the Francophone community of Canmore to have an equal chance to learn in a school where they feel they belong to with amenities that they can use without compromising and also, that they feel want to stay until they graduate because they are not feeling that they can get better options and nicer learning spaces elsewhere. I feel that the Canmore Francophone community doesn't get the recognition and respect that it deserves. We are contributing so much to the Canmore community through our diverse businesses, arts and culture. Please, let our kids grow up here by helping them develop their Francophone identity while contribute positively and ensure the future of our vibrant community.

Screen Name Redacted

3/22/2023 08:42 AM

A school. Notre-dame-des-Monts needs more space. Also indoor soccer field and pickleball. Growing sports.

Screen Name Redacted

3/22/2023 09:22 AM

There is one big miss opportunity here by not having a space for a new school considering the town is growing and schools are near to be max out. Also, hoping to get some affordable housing townhouse style as it is not really possible to live in a small apartment for a family of 4 and more. It is a struggle to be living in Canmore for a middle class family, so would be healthy for the town to focus more on those.

Screen Name Redacted

3/22/2023 09:22 AM

More open space. Also, it looks like it will add a lot of people immediately adjacent to a wildlife corridor - not clear from the concept how the wildlife corridor will be reserved for wildlife.

Screen Name Redacted

3/22/2023 12:08 PM

Added density and while balance is important, given the land scarcity in the area we must add more floors in more places to maximize attainable housing potential and to help support commercial.

Screen Name Redacted

3/22/2023 12:40 PM

There needs to be some land put aside for school development and the housing needs to reflect need for perpetually low income housing not the high Canmore pricing. My son attends a school Notre Dame Des Monts and the high school kids are in the basement. They share a gym with OLS and the library and the school is just so small that there is no room for growth. A new location needs to be addressed and this Palliser development could be a viable solution.

Screen Name Redacted

3/22/2023 06:18 PM

the plan should specifically include the requirement for a school and a daycare we have a shortage of both

Screen Name Redacted

3/22/2023 07:54 PM

I have been part of the Francophone community in Canmore for the past six years and have a full time job there. I plan to stay in this beautiful community. As a future mother, I would like to send my children to a French school and I am aware that the current French school (Notre-Dame des Monts) is looking for a new site to accommodate their students. I am disappointed that Palliser's proposal does not have an area set aside to build new schools. The students of the pre-school and high school of NDM currently spend their day in a basement due to lack of space. It would be nice if all youth in the region were treated equally and had access to the same facilities so that they could develop to their full potential, regardless of the language culture in which they grow up.

Screen Name Redacted

3/22/2023 07:43 PM

Other than businesses, I don't see how it could be good for more people to live there, or for any kind of childcare to take place there.

Screen Name Redacted

Lower size buildings

3/22/2023 08:54 PM

Screen Name Redacted

A new francophone school

3/22/2023 09:23 PM

Screen Name Redacted

I think that the idea of housing that is allowed to be six stories tall is way to high, the town of Canmore has a bylaw specific controlling the height of buildings. going in this direction is unadvisable because it leads to a dangerous precedent for future building to become as tall if not taller. We are still a town, not a metropolitan city with skyscrapers. The idea of anything more then three stories tall I think is to tall in the sense of appearance and in that it does not fit to the way Canmore looks. I understand that we have a housing issue, I will not deny the fact. The only way I can explain how I feel about the height is that it makes it feel like a Getto. I get that feeling when you go into Spring Creek and I would not want those building be any taller. I worry that it will be shady all the time because the building are so tall. Another issue I have is for wildlife encounters there, one of the elk herds that reside within Canmore use parcel 7 as a grazing area. If this get developed I fear that there will be more wils life encounters or worse these animals get killed because of the highway. I am concerned about parcel 1 with the creek there. I just worry about flooding if water comes down. (2013 floods). Lastly I would like to give a suggestion, I think that affordable renting would be a better alternative the affordable housing. When it s only possible to rent the unit the price will not go up, but when it gets sold as affordable housing eventually it will cost the same as the rest of the town. I think that not everyone can afford to buy a place in Canmore but should able to rent a place without breaking the bank. This is a way Europe controls housing costs. The building is owned by the town or city and controls costs for rent, iff it's private eventually it will cost more.

3/22/2023 11:13 PM

Screen Name Redacted

Currently, there are not enough houses for employees to live in. I think it would be convenient to have a plaza.

3/22/2023 10:56 PM

Screen Name Redacted

More affordable housing for families. Three bedroom, garage and parking space. Town home style units.

3/23/2023 09:08 AM

Screen Name Redacted

The proposed pedestrian over/underpass needs to be completed prior to or in conjunction with construction of housing/commercial. Not later in the process.

3/23/2023 11:22 AM

Screen Name Redacted

3/23/2023 10:42 AM

The addition of school zoning

Screen Name Redacted

3/23/2023 02:36 PM

When the current dog park is removed from Palliser Lane, later this year, I would like to see another temporary dog park provided within walking distance. The apartments on Palliser Trail (Peaks Estates) and Palliser Lane (The Hector and The Blakiston) are the only apartments in Canmore that permit their tenants to have medium to large dogs. Needless to say, there are a lot of dog owners in the Palliser Area walking to and utilizing the current dog park.

Screen Name Redacted

3/23/2023 05:33 PM

Making anything new affordable; rent lowered and more to offer

Screen Name Redacted

3/23/2023 08:09 PM

Improved wildlife corridor, current proposal creates a pinch point and will prevent wildlife movement. Unsure, if corridor is an appropriate term, due to the functionality of the corridor. Offset for wildlife is unclear, how will developing land impact wildlife. Height of building not appropriate cell 7 and 5. This is the main point of entry into Canmore, how will this impact the look and feel of the town for both visitors and residents. Unclear in the plan what is sanctioned for commercial or residential development? Unclear in the plan if areas are commercial zoned meaning appropriate for Airbnb's etc. If so, I think it is irresponsible of the town to allow for more commercial accommodation units (airbnb). The look, feel and community has drastically changed as a result of airbnb type of developments. Furthermore, it continues to drive people away from the community due to the lack of affordability and community sense. This area is an opportunity for the town to do something in the community that serves all people not those with money.

Screen Name Redacted

3/23/2023 08:05 PM

I don't like seeing so many cars parked, so underground parking could be good but obviously expensive. wouldn't like high buildings blocking out sunlight (I know you state this won't happen) Would love something done to the grassy/swampy bit opposite new fire station as it looks grim, I walk past it numerous times a day and it's grim :) Could be made into a nice kids park or somewhere to hang out(with fencing from highway of course)

Screen Name Redacted

3/24/2023 07:19 AM

Give some room for the French school to build their own school

Screen Name Redacted

3/24/2023 12:30 PM

A people animal bridge close to the other side towards banff...I cross the highway every day it's crazy We need a bus service towards

downtown, room is great coming to Palliser....to avoid people crossing the highway it help immensely

Screen Name Redacted

3/25/2023 11:04 AM

I fear that the each element of this project won't be equally prioritized and rather tick the box of simply getting more beds in town will take precedent while other aspects like wildlife considerations, quality of life, the value of existing owner's properties, and community spaces like playgrounds and dog parks will fall to the side. I'm scared there will be oversight on policy planning as well and the Town will lose control over what is built, who lives there, and how much it will cost. I'm scared that this Palliser Area plan is only soliciting feedback from the people who live in this area when really the entire community should be made more aware of what implications it holds for them. Many people may think that "oh a 6 story building in the palliser, that sucks for them" but they should realize that this only lays the groundwork for more high rises to be dotted around Canmore in the future. No one has justified why we are looking to change by-law (or whatever policy limits the height of a building). Have our values changed? Have the mountains grown? I don't see how we've reached this decision other than a scape goat for our poor planning and lack of foresight in developing tourist accommodations and neglected to look after workers who contribute to the community. I don't like that of all the possible locations that a 6 story building could go in the plan, it's set to go in front of the one building (Blakiston) that is going to truly hurt the value of the home owner's property. I think this is the only palliser building where units are privately owned - I might be wrong. But it feels like a slap in the face to many of us who have worked so hard in the valley for decades to finally save up and buy a home only to have it's value completely impacted with a high rise being built right in front of it. Is the Town and emergency responses prepared for a building of this size? Do we have fire trucks/ladder/equipment that will reach 6 stories? I find it very hard to believe also that these units will be priced at an 'affordable' rate. I doubt that a 6th floor penthouse view - the only view of it's kind in the entire Bow Valley is going to be priced at an affordable rate. Either contractor, Town, or CCH whoever ends up getting control over pricing will succumb to greed and these top floor units will only be affordable to the wealthy, second home-owners getting us no further ahead in the housing crisis. Lastly on the topic of parking, it was disappointing to hear at the open house the dancing around of this subject. Everybody involved in this project already knows that underground parking will not be included in these new building designs. Not for cost issues but the ground water and flood plane reasons. It's not possible from an engineering perspective. But this will be the reason used down the line to explain why underground parking will not be included in the site design. There isn't enough space to build ground level parking either so the project team will continue to lean on the 'public transportation' cop-out

reason for a parking issues in the palliser area. Don't get me wrong I know it's hypocritical for everyone to say don't build here, because our very building was once a construction zone and took up green space, I'm just saying that a lot of the points above are valid. Sky scrapers get built in front of other building's ocean views all the time elsewhere. I just think Canmore has an option to be not like those other places.

Screen Name Redacted

3/25/2023 11:10 AM

Dog park area should be left as is.

Screen Name Redacted

3/25/2023 12:55 PM

I fear that the each element of this project won't be equally prioritized and rather tick the box of simply getting more beds in town will take precedent while other aspects like wildlife considerations, quality of life, the value of existing owner's properties, and community spaces like playgrounds and dog parks will fall to the side. I'm scared there will be oversight on policy planning as well and the Town will lose control over what is built, who lives there, and how much it will cost. I'm scared that this Palliser Area plan is only soliciting feedback from the people who live in this area when really the entire community should be made more aware of what implications it holds for them. Many people may think that "oh a 6 story building in the palliser, that sucks for them" but they should realize that this only lays the groundwork for more high rises to be dotted around Canmore in the future. No one has justified why we are looking to change by-law (or whatever policy limits the height of a building). Have our values changed? Have the mountains grown? I don't see how we've reached this decision other than a scape goat for our poor planning and lack of foresight in developing tourist accommodations and neglected to look after workers who contribute to the community. I don't like that of all the possible locations that a 6 story building could go in the plan, it's set to go in front of the one building (Blakiston) that is going to truly hurt the value of the home owner's property. I think this is the only palliser building where units are privately owned - I might be wrong. But it feels like a slap in the face to many of us who have worked so hard in the valley for decades to finally save up and buy a home only to have it's value completely impacted with a high rise being built right in front of it. Is the Town and emergency responses prepared for a building of this size? Do we have fire trucks/ladder/equipment that will reach 6 stories? I find it very hard to believe also that these units will be priced at an 'affordable' rate. I doubt that a 6th floor penthouse view - the only view of it's kind in the entire Bow Valley is going to be priced at an affordable rate. Either contractor, Town, or CCH whoever ends up getting control over pricing will succumb to greed and these top floor units will only be affordable to the wealthy, second home-owners getting us no further ahead in the housing crisis. Lastly on the topic of parking, it was disappointing to hear at the open house the

dancing around of this subject. Everybody involved in this project already knows that underground parking will not be included in these new building designs. Not for cost issues but the ground water and flood plane reasons. It's not possible from an engineering perspective. But this will be the reason used down the line to explain why underground parking will not be included in the site design. There isn't enough space to build ground level parking either so the project team will continue to lean on the 'public transportation' cop-out reason for a parking issues in the palliser area. Don't get me wrong I know it's hypocritical for everyone to say don't build here, because our very building was once a construction zone and took up green space, I'm just saying that a lot of the points above are valid. Sky scrapers get built in front of other building's ocean views all the time elsewhere. I just think Canmore has an option to be not like those other places.

Screen Name Redacted

3/25/2023 12:54 PM

There is no space allowed for a school. Notre Dame des Monts is actively looking for town land space for a new school, in addition to the lack of available land in town, the need to make space for a new school is important.

Screen Name Redacted

3/25/2023 02:29 PM

No more than 3 stories. I feel 6 stories unnecessary. Should have taken that into account for Blakiston. Certainly not fair to Blakiston residents.

Screen Name Redacted

3/25/2023 04:55 PM

It is a concern that the firehall and hospital would both be on the north side of the railway. In an event where the train was blocking the track, emergent services to the south side of the railway would be impaired. In addition this area could be an excellent location for further school buildings/grounds. I would prefer seeing more green space between buildings

Screen Name Redacted

3/25/2023 10:00 PM

Keep affordability in mind to provide lower cost housing.

Screen Name Redacted

3/26/2023 09:57 AM

How are key views being preserved for existing residential when you plan on building a 6 storey building directly in front of a 4 storey building?

Screen Name Redacted

3/26/2023 03:19 PM

Housing Diversity - I like this concept as a goal but admit that I don't believe the goal is achievable given the majority of land uses are identical (i.e. high density apartment-style housing). At the moment, it feels like the plan prioritizes the maximum number of units at the

expense of housing diversity, open space, light, views, the existing playground and green spaces, even safety (given parking constraints). A postage stamp dog park and a civic plaza don't make up for this. Could a combination of housing, transportation and open space plans make it attractive for people at different ages and stages of life (e.g. small children, teenagers, singles, couples, retirees) to not just "be housed" in Palliser but to recreate and socialize in their community? How open-space and transportation planning support diversity when housing types cannot? Diverse communities where people *want* to spend time outside, together, throughout the day, are safer, more welcoming, and more interesting to live in. Green Space - I support keeping a dog park in the area but don't see relocating the existing park to a smaller parcel of land as a "significant contribution to the Town's open space network". What about pocket parks scattered throughout the neighbourhood, with enough light to keep vegetation alive, connected with bike and walking paths? Open Space Plan - I would like to see an open space plan that thinks about a variety of different recreational activities in a diverse community. For example, the current play park is heavily used and should be protected or moved within the community to a place with light and views. We've had a number of requests in the Blakiston for canoe and bike storage, a community garden, a fire pit and picnic area, etc. Could underground parking be prioritized so that recreational space can be added above ground? (e.g. village green) Sunlight and Views for Existing Residents - The tallest building in Palliser is planned to be built in front of existing residences. While I understand the theory is that this will protect the wildlife corridor and reduce road noise, please ensure that the residents facing onto Paliser Lane don't have to look a concrete parking lot. They will sacrifice views and sunlight (and property values in the market building) for the greater good of the community. Please offer them something in return beyond "good karma", a swapped dog park, and a hard-surfaced plaza space on the highway. A play park, a community garden, trees, plants, pocket parks, boat and bike storage, benches and picnic tables... just anything that isn't concrete. The current design is a lose/lose for residents of Palliser Lane right now. Snow Melt Management - The parking lot behind 300 Palliser Lane is a catchment basin for water from the roof of the building, the adjacent benchlands, and the New Life property. The Blakiston commissioned two separate engineering reports both concluding that there was no one option to address the concern. This was in part due to high water table and clay in the soil composition which would reduce the effectiveness of dry wells. The parking lot is a single sheet of ice for much of the latter part of the winter and has caused injuries to a number of residents over the years. The condo corporation built a berm to divert meltwater away from the parking lot, has considered dry wells, and a gutter down the middle of parking area. We've been advised that the only solution is to regrade the parking lot and/or

spend an estimated \$500K to install a meltwater management system underneath it. Wildlife Management - While not related to housing, there has been an increase in wildlife collisions on the highway since the construction of the dog park. Elk are still present in large numbers seasonally. With decreasing elk populations in Banff National Park elk pose an ongoing conservation concern and safety concern for residents walking and driving especially after dark. It is my feeling as well that putting a large number of people in Palliser (which I agree is necessary to address housing concerns) will compromise neighbouring wildlife corridors. People recreate regularly on the bench above Palliser Lane and on the Silvertip lands north of the existing buildings. The sheer volume of people in the area will necessarily impact wildlife corridors. No amount of communication, no matter how clear or ongoing, will prevent this.

Screen Name Redacted

3/27/2023 09:32 AM

Applying as fast as possible

Screen Name Redacted

3/27/2023 10:10 AM

I live on Palliser Lane and while we need more residential space in Canmore, I don't think we need more commercial space. It will just take up space that could be used as residential space. I also don't like the idea of a 6-story building right on the dog park area in front of the 300 Palliser Lane building. It will block the mountain view. Plus, the dog park is largely being used by our building's dog owners!

Screen Name Redacted

3/27/2023 12:59 PM

Commit to keeping the height of all buildings to a maximum of 4 stories, with no variances permitted on the maximum height. Build a highway fence and/or tree corridor along the development for privacy, quietness and safety of residents and wildlife. Commit to building highway overpasses and underpasses for residents and wildlife as building in the area is being completed. Assign new areas throughout Canmore for burial grounds as the population increases to its proposed destiny of 30,000. Respect and remember the Palliser traditional grazing grounds of elk and deer, and not just regulate them to the bush areas. Consider that not all residents are hikers and cyclists. Include plans for the disabled and the elderly to also live and enjoy.

Screen Name Redacted

3/27/2023 06:05 PM

Wildlife corridor is too small More civic space as The town needs another school to keep up with it's growing community Eleveation Place is often at capacity on weekend and after work hours, bulding a dedicated climbing gym where people aren't tripping over each other and have a bouldering area where you aren't at risk of falling on a unmindful belayer would be amazing. This would free up space at EP for something else.

Screen Name Redacted

3/27/2023 07:31 PM

More specific to larger portion being dedicated to the affordable program. We have enough cash grabs in this town!

Screen Name Redacted

3/27/2023 07:30 PM

not too sure but with 6 storey buildings potentially I worry about parking

Screen Name Redacted

3/27/2023 08:39 PM

Ensuring that affordable housing stays affordable.

Screen Name Redacted

3/29/2023 08:46 AM

Trail access to montane, NO buildings higher than 4 stories. If there really is a need to build higher than 4 stories, do it behind the existing buildings to limit impact to current owners. Open space (3) looks too small, as an owner at palliser I can confidently say a lot of pet owners live there due to an absence of dog friendly housing in most of Canmore. This is a lot of development, while i believe additional housing is needed the proposal seems excessive.

Screen Name Redacted

3/28/2023 04:35 PM

I would like to see a number of issues addressed before the final plan is launched with a priority on the following: - a better plan for parking in the area, currently there's already problems with the number of cars and parking available for both tenants and visitors. - It also vexes me why you would develop the dog park before the open field as it's a key component to our neighbourhood usability. Will the new dog park be completed before the ground breaking on the new residential project? Or develop the empty field on the west side of the Blakiston property? This seems to have a lot more land to create a purpose built residential area. - Will the forest be changed on the south side of the douglas fir bench? It looks like the new plan will change the look of the natural forest behind the Blakiston building. - Will the new commercial space include a gas station? I am absolutely opposed to creating a 'truck stop' type of feeling to our community in Palliser.

Screen Name Redacted

3/28/2023 04:43 PM

Don't like up to 6 storeys - I thought you can only build up to 4 storeys in Canmore? Would be nice to see more townhome style & mixed neighbourhood. Would like to see some amenities. Currently Palliser feels like the booneys and there is really no community vibe. Would like a pedestrian access across hwy 1 and access to the greater community. Need lighting along the pathways and streetlights along Palliser trail from Hwy 1 intersection. Needs more trees and landscape and some kind of swale or concrete fence to buffer the highway noise and view.

Screen Name Redacted
3/29/2023 12:12 PM

Rather than landscaping and art and plazas, please leave it natural. Also, the elk need one of their large grazing areas accessible and preserved. From now on the height density should be a maximum of three storeys.

Screen Name Redacted
3/29/2023 12:26 PM

If you make less than \$150,000 / year you should be forcefully removed from Canmore.

Screen Name Redacted
3/29/2023 12:24 PM

Town should own and manage housing, not contract out.

Screen Name Redacted
3/29/2023 12:33 PM

5 storeys already seems too high, 6+ would be a plight on the Bow Valley. It's a door that shouldn't be opened, as it could welcome an onslaught of new high(er) rise development.

Screen Name Redacted
3/29/2023 12:39 PM

You need to allow single elders thier small dog and cat.

Screen Name Redacted
3/29/2023 12:58 PM

It would be nice to see school grounds in the proposed development. Both OLS and NDM are bursting at the seam with their student population and could use a new school to separate them.

Screen Name Redacted
3/29/2023 01:03 PM

Remove visitor accomodation units. I believe we have enough.

Screen Name Redacted
3/29/2023 01:08 PM

I have nothing to add

Screen Name Redacted
3/29/2023 01:14 PM

Sooner public transit connectivity, rather than start as a seasonal, temporary, and move to perm, down the road

Screen Name Redacted
3/29/2023 01:33 PM

Childcare needs to be a clear priority, along with affordable housing for the staff of those facilities. The region 3 open space looks too small, and will result in spillover into the Wildlife Corridor.

Screen Name Redacted
3/29/2023 02:05 PM

1. Civic space use: consider a farmers market 2. Add protection of wildlife and forest canopy 3. Add vibrancy of the neighbourhood as a key goal area of this new community and include strategies to build community that include inclusion of infrastructure in green space to

bring people together in a hub: fountains, art work, splash pad, dog parks (already there-good) sidewalks and pathways need to be multi-modal. 4. Hub transit and parking shared space-kiss & ride drop off to transit with public art spaces.

Screen Name Redacted

3/29/2023 01:58 PM

I am very concerned about the short term disruptive, noisy construction, as I own a condo and live at the Blakiston, and the long term effects on wildlife. This is a wildlife corridor and it's already not functioning well and we have developed so much in this valley, I am concerned about more development. Also, long term I am concerned about more people, cars, etc.

Screen Name Redacted

3/29/2023 03:51 PM

I am highly disappointed that there is no land zoned for school use. L'École Notre-Dame des Monts has been looking for land to build their new school for many years and the Town Council is well aware of it. As a taxpayer AND as a member of the Francophone community, I would like my children to have access to their own francophone space, where they are not squeezed in a school already too small and where they always come second for sharing amenities with OLS because they are the minority. I would like all the students from the Francophone school to have an equal chance to learn in a school where they feel like they belong and where the amenities offer the same opportunities as other schools. The Canmore Francophone community is a very important group in the Bow Valley and it unfortunately doesn't get the recognition and respect that it deserves. We are contributing to so much in the community through our diverse businesses, arts and culture. Please, let our kids grow up "en français" by helping them develop their Francophone identity with a space that is theirs and well suited for their needs.

Screen Name Redacted

3/29/2023 04:46 PM

There should be some consideration given to noise mitigation: Berm with trees, wall, etc to help reduce noise from the highway

Screen Name Redacted

3/29/2023 05:42 PM

Business services

Screen Name Redacted

3/29/2023 06:20 PM

Building waaaay too much and too high. We can't build our way out of a housing crunch without some form of enforceable regulations to prevent units from being bought up for short term rental or for second, third and fourth homes. It's also astonishing to me, that there is a proposal to build beyond 4 stories - given there are no rich people here, and only 1 hotel, I suppose the town planners don't care? Leave the dog park where it is - there is no sound reason to move it (and it's in a flood plane anyway). If this development plan was going to

obstruct or dilute entrenched rich people's properties - you wouldn't even consider it ... just seeing this plan (and the 'award winning' intersection you want to build more of, makes we want to move away from this town after 17 years. It's shocking how poorly designed things in this town have been over the last few years, it's a tragedy really b/c I loved living here until recently) Why in god's name did you do a land swap so a new church could built?!?!?! We didn't need more million dollar condos downtown, then, and we don't need them now - no one needs a new church, literally no one. Don't build beyond 3 or 4 stories - give some thought to current property values, to us owners, we may not be rich but we still stand to lose if this development goes through as planned. The town doesn't need more retail outlets - you can't fill what is already available (and lets be honest, no one wants to be in the Shops of Canmore, b/c you can't get a car in or out of the joint). Again, stop trying to build your way out of a problem you created - without enforceable regulations in place, building and destroying the property values of owners already in place doesn't make sense; you will end up with the same problem in a year or two, and long time residence will have left by then. If you want to build beyond 3 stories, get rid of the church and build as high as you'd like right there - just make sure the condos can be purchased by people who actually live and work here.

Screen Name Redacted

3/29/2023 05:47 PM

Making sure it is guaranteed to be housing for locals workers with a bylaw or something

Screen Name Redacted

3/29/2023 06:48 PM

Like to see a corridor tunnel (u see)or over bridge on top of the high way . Which would make easy commute for the individual who don't have own vehicle. Really like to see roam bus take a loop (canmore town buses)

Screen Name Redacted

3/29/2023 06:50 PM

Build sensible, cost effective housing. LOSE the high density.

Screen Name Redacted

3/29/2023 07:28 PM

Provide more units as affordable housing and must be all residential no short term rentals

Screen Name Redacted

3/29/2023 07:44 PM

Stop building more living arrangements when half the town is empty Mon-Fri because most houses are used as secondary homes or rentals.

Screen Name Redacted

3/29/2023 07:53 PM

More housing, and a bus route to help the residents in the area get to town without crossing the high way.

Screen Name Redacted

3/29/2023 09:05 PM

There should be more wildlife corridor on the north/east side of area "1". Without a walkway overpass this is just asking for more people to be hit crossing the highway here.

Screen Name Redacted

3/29/2023 09:33 PM

Kids play areas to be included and keeping the new buildings at un obstructed views for current residents/owners

Screen Name Redacted

3/29/2023 09:21 PM

Plans for over highway walkway to allow for pedestrian access across from these spaces

Screen Name Redacted

3/30/2023 07:13 AM

Stop taking all the natural spaces away from wildlife, stop. Tearing down perfectly useable houses to allow huge homes that sit empty, start planning for density, not taking more of the natural habitat.

Screen Name Redacted

3/30/2023 07:23 AM

It's just too far

Screen Name Redacted

3/30/2023 08:08 AM

I would consider more of the six story options on the North/ Westside of Blakiston rather than on the South side. And place the lower rise on the parcel that is presently used as the dog park.

Screen Name Redacted

3/30/2023 08:04 AM

I'm worried about how close it is to the highway. I also think there needs to be a way to connect this area by walking bridge to the other side of town.

Screen Name Redacted

3/30/2023 08:13 AM

Parking spaces are a big problem now and will increase if you don't plan ahead

Screen Name Redacted

3/30/2023 08:32 AM

I'd like to see even more mixed used zoning, having retail on the ground floor of most of these buildings would make a lot of sense to me and is a great use of land.

Screen Name Redacted

3/30/2023 08:54 AM

I think all the space dedicated to housing should be affordable housing. I don't think any of the units should be short term/ vacation rental or suitable for a "range of incomes" - it should all be dedicated to Canmore residents who are long term residents and are lower income individuals or families.

Screen Name Redacted

3/30/2023 08:43 AM

Perhaps a pedestrian bridge.

Screen Name Redacted

3/30/2023 09:10 AM

More affordable housing instead of commercial space.

Screen Name Redacted

3/30/2023 09:37 AM

I think the wildlife corridor is much bigger than what your map shows.

Screen Name Redacted

3/30/2023 10:20 AM

More green space. Ensuring the wildlife corridor stays protected (ongoing education for tourists on wildlife, trail safety and "leave no trace").

Screen Name Redacted

3/30/2023 10:28 AM

Add a school to the plan

Screen Name Redacted

3/30/2023 11:17 AM

Make it affordable housing, like in the Canmore Community Housing initiative. If not, this will get bought up by wealthy people and used as overpriced rentals, AirBNB, or just sit empty for when they want to use it a few weekends a year.

Screen Name Redacted

3/30/2023 12:03 PM

In the plan, there is a mention of a landscaping buffer to shelter the residents from Highway 1, but it's not shown clearly in the plans. I don't want it to be an afterthought. Also, if this is truly for residents, I wish we could focus some more housing that would be family-friendly (3 bed, single garage type units). My partner and I are professionals in our 30s that rent because we are waiting for something with enough space (1100-1500 sq ft) and a single garage to come up so that we can put down real roots.

Screen Name Redacted

3/30/2023 12:11 PM

More housing for renters priced at 30% of their net income.

Screen Name Redacted

3/30/2023 01:55 PM

The proposals for these zones are troublesome due to high density, building height, and destruction of natural areas. Leading to a potential decrease in animal population or possibly more animal related accidents on the highways. Zone 2, five storeys is too high. This is unacceptable considering it will be some of the highest in canmore. The town claims it's for low income but everyone knows people play the system and it's rarely low income people getting these units. The town is putting a bandaid on a wound that needs surgery. All across the bow valley business owners have some of the

worst reputations for not caring, not offering enough to keep workers around all for profit, the town keeps offering these businesses ways to keep being horrible to their employees and keep the wages down, keep the disgruntled, keep the turnover rate phenomenally high for profit. Find the root cause and actually deal with that. Keep some of canmore undeveloped to keep the beauty of the town. Zone 3 is unnecessary. These trees and natural growth should not be removed or damaged. Zone 5 should take the place of zone 3 as the public space. There is no vegetation to be removed (although trees could be planted), there is an existing playground and dog park, and there is room to create a park for the community. Building residences in this zone will not preserve views for existing developments, nor would there be adequate parking. Zone 7, any development over four storeys is unnecessary, excessive, and creates another parking issue. Zone 10 should remain undeveloped and natural.

Screen Name Redacted

3/30/2023 02:45 PM

The proposed ASP does not include any mention or actions related to climate mitigation or adaptation as outlined in the Town's Climate Action Plan. This is a major oversight which should be addressed. Doing so is essential to the Town achieving the goals of 'prioritize the development of diverse, affordable and attainable housing' and 'align the ASP with current community priorities'. Specifically (and not exclusively) it would be valuable for the Town to: -"ensure all new Town facilities including affordable housing projects are built to near net zero or similar high green building standard" - wording from Town's Climate Action Plan. See Town of Banff's Sustainable Building Policy for a great example of technical specifications that are being used to build high-performance energy efficient and affordable housing by the Banff Housing Corporation. High-efficient buildings have been shown in many recent studies to have a lower total cost of building ownership, along with meeting climate action / GHG emissions reduction commitments. -High-efficient buildings (high-quality windows, lots of insulation, mechanical ventilation etc.) also have higher indoor air quality, attenuate noise and reduce the entry of wildfire smoke during wildfire smoke events - all important components that will increase safety and quality of life for residents living adjacent to the TransCanada Highway and given the changing climate and wildfire smoke levels in the Bow Valley. -Conduct a study into the technical and financial feasibility of district heating systems and geexchange (ground source heat pumps) in the Palliser Trail area -- as a means to reduce GHG emissions associated with heating and the total cost of building ownership. Geexchange has been used successfully for many years by Spring Creek Mountain Village, and in some of the Town's own facilities, such as the Civic Centre. This meets the following goal in the Town's Climate Action Plan: "Consider mandating combined heat and power or district energy systems in new municipal developments". -Include language in the

ASP that supports the full buildout of EV infrastructure -- according to the Town's own recent study into EV infrastructure and the role it should play in facilitating this in the community.

Screen Name Redacted

3/30/2023 03:31 PM

It's too much. However: Don't segregate low income residents - mix it up like #7. Is the New Open Space really new?? or just not being developed? I'm so tired of seeing areas being developed where it is a clear wildlife corridor and there is clear use by wildlife. In this case the elk. If you are taking away all this land, you must build a wildlife overpass/underpass as well. More elk will get hit reducing numbers even more, and also creating much higher risk of collisions on the highway - it should all be fenced. It's so sad that the questions are never asked about wildlife.

Screen Name Redacted

3/30/2023 06:43 PM

I think having Site #5 as 'Up to 6 Stories' and the only site referenced as 'Below Market' may unnecessarily stigmatize it as the only pure residential building with the extra floor, plus different zoning than all of the other pure residential zones. All of the pure residential sites should have the potential for Vital, below market, and market units, ownership and rental (although not necessarily rental and ownership in the same buildings).

Screen Name Redacted

3/30/2023 08:10 PM

No visitor accommodations, this should focus on residents and what they need not visitors, I think 6 stories is too high considering the existing units are only 3 and 4 stories high this would block those existing views. Peaks is proof of this. To the north east of 300 building with a buffer of forested area between would be least impactful to view. Leave things as natural as possible. There is already open space for Dog park in the front of 300/200 building why clear another area that has trees?

Screen Name Redacted

3/30/2023 07:38 PM

The wildlife corridor and wild spaces should be larger as this is a prime wildlife corridor and habitat used year round by increasingly stressed animals.

Screen Name Redacted

3/30/2023 08:44 PM

Declaring a commitment to Innovative/Progressive development through the use of ecologically and socially driven building and design methods rather than the way it's always been done. Committing to designs that more easily adapt to community growth and development rather than support a low-cost, transient population. Taller buildings should back to the slopes of the wildlife corridor rather than in front of existing buildings.

Screen Name Redacted

3/30/2023 07:59 PM

prioritize townhomes for families vs condos. adequate parking,
actually making sure lots of the housing is affordable.

Screen Name Redacted

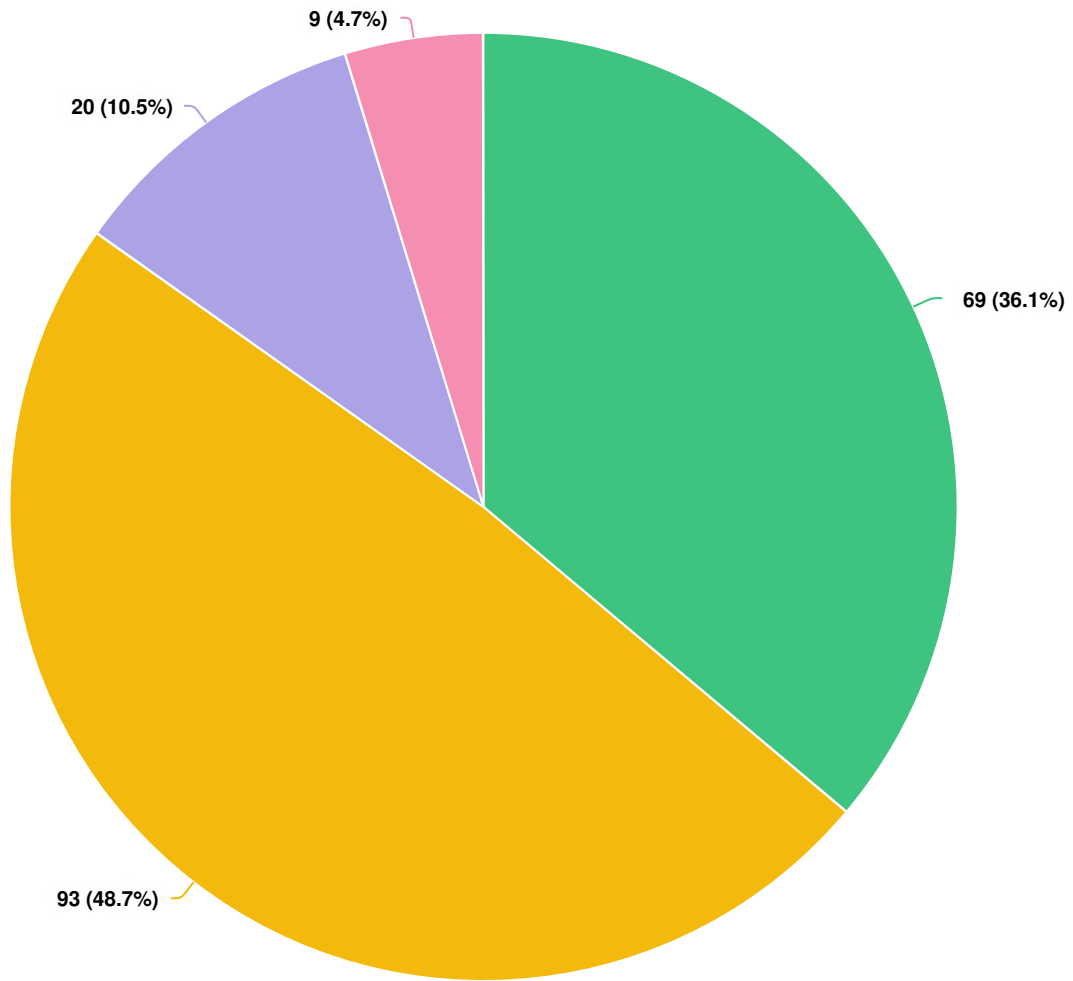
3/30/2023 09:15 PM

Lot 5 seems pretty small to accommodate up to 6 stories unless a
highrise type structure is built which doesn't match existing structures

Optional question (184 response(s), 10 skipped)

Question type: Essay Question

Q7 | Which of these statements best captures your thoughts about the proposed public realm and transportation improvements?



Question options

- I really like it
- I like most aspects, but there are some things I don't like
- I dislike most aspects, but there are some things I like
- I don't like it

*Optional question (192 response(s), 2 skipped)
Question type: Dropdown Question*

Q8 | What do you like about the proposed public realm and transportation improvements?

Screen Name Redacted

3/13/2023 08:44 AM

The underpass is sorely needed. This should be made a priority.

Screen Name Redacted

3/13/2023 09:03 AM

Expansion of transit if done right in terms of availability during the evening and night time is good

Screen Name Redacted

3/13/2023 09:05 AM

Pedestrian Bridge

Screen Name Redacted

3/13/2023 09:07 AM

Roam is not used much as service is terrible

Screen Name Redacted

3/13/2023 09:18 AM

Buses will go through the neighbourhood

Screen Name Redacted

3/13/2023 09:47 AM

I think trail access should be continuous. Roadway is very narrow based on increased public land use. I don't understand why the holiday inn lands are not included in the Palliser ASP?

Screen Name Redacted

3/13/2023 10:07 AM

Takes too much land from the wildlife corridor to give to high income accomodation.

Screen Name Redacted

3/13/2023 10:18 AM

More public transit. Possible pedestrian over pass

Screen Name Redacted

3/13/2023 11:58 AM

New trail on edge of wildlife corridor (should be suitable for strollers) and should have snow removal schedule.

Screen Name Redacted

3/13/2023 12:14 PM

Glad to see the proposed pedestrian overpass over the highway, this is really necessary. Also like the ROAM Transit service.

Screen Name Redacted

3/13/2023 12:41 PM

As mentioned previously, the outdood space is so close to the highway that it would be very diffucult to enjoy. Do you want to hang out and live 100m from the transcanada where semis and cars plow through over 110km/hr? Really ask yourself how to make this area liveable, and not just liveable because people are desperate to live in Canmore or in affordable (highway side) housing here.

Screen Name Redacted

3/13/2023 01:18 PM

Pedestrian bridge and Roam expansion are essential.

Screen Name Redacted

3/13/2023 01:20 PM

Under/over pass, bus, some consideration of wildlife

Screen Name Redacted

3/13/2023 02:16 PM

That's great, but the fact remains that it's still very difficult to live in the valley without a vehicle and that won't reduce the number of residents who already have vehicles. I like the pedestrian crossing, that's long overdue. Yes, increase transit - especially considering how far away from everything the area is. Parking for residents isn't the enemy. Why the hell is this town blaming and punishing residents for having and driving vehicles!? Charging for parking, overpriced everything - especially the basics like food, only "boutique" stores for clothing etc. Locals need to leave town because they can't afford to live here. This isn't helping. The town needs to learn not to punish the people who keep the town running while letting the tourist-residents and tourists call all the shots. They aren't even spending as much money here as you may think. They shop before they arrive because they know how expensive everything is. They may or may not eat out. This town doesn't give a shit about the people in it.

Screen Name Redacted

3/13/2023 03:46 PM

More bus access and pedestrian safety is good.

Screen Name Redacted

3/13/2023 05:36 PM

Pedestrian overpass

Screen Name Redacted

3/13/2023 05:54 PM

None, overly complicated.

Screen Name Redacted

3/13/2023 06:54 PM

The prospect of an underpass. An underpass similar to the one in cougar creek would be great. An overpass wouldn't get used by many people. If you build a pedestrian overpass there will likely be a lot of people that will continue to just walk, bike or run across the highway. In order for an overpass to be high enough for transport trucks it would require at least three or four flights of stairs on each side. I'm not going to carry my bike up and down six to eight flights of stairs when I've already been crossing the highway for over a decade.

Screen Name Redacted

Pedestrian crossing is way overdue

3/13/2023 07:49 PM

Screen Name Redacted

3/14/2023 02:28 AM

Pedestrian connection across the highway, provided that it is above the highway. Inclusion of open space and outdoor plaza.

Screen Name Redacted

3/14/2023 02:38 AM

Once again you can't see it on a phone. I tried to expand the photo but it won't work pedestrian walkway is my biggest concern!

Screen Name Redacted

3/14/2023 09:35 AM

Love the idea of the over/under pass to connect to the rest of Canmore. I often see people dangerously running across the highway to get into town (even with bikes sometimes). Public transit is also very important as this would provide more accessibility for lower-income groups. The dog park is a good current addition, I have friends from other areas of Canmore that frequent the park as well as know residents in the Palliser buildings who use the park often.

Screen Name Redacted

3/14/2023 11:33 AM

Includes a highway crossing. Off leash park (existing ones are already overcrowded).

Screen Name Redacted

3/14/2023 07:41 PM

Expanded bus service.

Screen Name Redacted

3/14/2023 09:24 PM

3,5 & 6

Screen Name Redacted

3/14/2023 11:06 PM

I like a well lit pedestrian overpass or underpass and would like to see a pathway suitable for bicycles too. I like the expansion of ROAM transit service.

Screen Name Redacted

3/15/2023 07:11 AM

Pedestrian connections to downtown; public transportation service

Screen Name Redacted

3/15/2023 09:09 AM

allocation of protection for wildlife - BUT need to enforce it. There is already a large increase in use of trails (which are deteriorating) that affects both wildlife and integrity of the ecology. Pedestrian overpass/underpass is essential. Affordable housing

Screen Name Redacted

3/15/2023 06:42 PM

Pedestrian bridge

<p>Screen Name Redacted 3/15/2023 07:10 PM</p>	<p>It will be very useful and easy to access to the downtown of Canmore.</p>
<p>Screen Name Redacted 3/15/2023 07:14 PM</p>	<p>Overpass option. Increased commuter transport and non motorized options. Connectivity.</p>
<p>Screen Name Redacted 3/15/2023 07:51 PM</p>	<p>Over pass or under pass would make crossing the highway safer.</p>
<p>Screen Name Redacted 3/15/2023 08:23 PM</p>	<p>The pedestrian bridge. This has been something i have wanted fir a really long time.</p>
<p>Screen Name Redacted 3/16/2023 12:00 PM</p>	<p>It does not just focus on vehicles.</p>
<p>Screen Name Redacted 3/16/2023 06:21 PM</p>	<p>Consideration of pedestrian requirements and public transit requirements</p>
<p>Screen Name Redacted 3/16/2023 08:57 PM</p>	<p>I love the concept of increased ROAM transit to the area and more biking and walking trails.</p>
<p>Screen Name Redacted 3/16/2023 10:44 PM</p>	<p>The pathway across hwy 1 is key! really good idea. The improvements for ROAM to connect to rest of canmore will help many.</p>
<p>Screen Name Redacted 3/17/2023 07:44 AM</p>	<p>Pedestrian connection to downtown!</p>
<p>Screen Name Redacted 3/17/2023 08:56 AM</p>	<p>pedestrian crossing of the highway and inclusion of ROAM</p>
<p>Screen Name Redacted 3/17/2023 09:23 AM</p>	<p>The highway overpass is so needed, as well as expanding Roam transit into the area.</p>
<p>Screen Name Redacted 3/17/2023 09:27 AM</p>	<p>Expanding Roam access to the area and building a pedestrian over/under pass.</p>
<p>Screen Name Redacted</p>	<p>Leave it alone. The space is already occupied by the beautiful wildlife</p>

3/17/2023 12:48 PM

that is around canmore. We don't need more art or recreation areas.

Screen Name Redacted

3/17/2023 05:30 PM

Given the location transportation will be important and I imagine ROAM will be well used as will be the pathways and roads.

Screen Name Redacted

3/17/2023 06:05 PM

Over/under pass, plaza/gathering area and additional Roam routes.

Screen Name Redacted

3/17/2023 06:32 PM

New bridge or underpass connecting Palliser with Canmore

Screen Name Redacted

3/17/2023 07:56 PM

Provide a new pedestrian underpass or overpass across Highway 1, connecting the Palliser area to the rest of Canmore.

Screen Name Redacted

3/18/2023 12:41 AM

All of it but mostly ROAM and the underpass/overpass plans.

Screen Name Redacted

3/18/2023 09:57 AM

The pedway option

Screen Name Redacted

3/18/2023 10:41 AM

Expanded ROAM service to the area. The pedestrian over/underpass to Town.

Screen Name Redacted

3/18/2023 12:42 PM

The Highway 1 pedestrian crossing is a great plan and long overdue. Expanding transit services in the area is a great plan and long overdue.

Screen Name Redacted

3/18/2023 12:50 PM

it checks all my boxes!

Screen Name Redacted

3/18/2023 04:12 PM

Nothing. You'll push the elk/wildlife back into Silvertip golf course

Screen Name Redacted

3/18/2023 05:54 PM

Building pedestrian access across the highway will be a big benefit to this community given that is currently takes over 20+ minutes to reach the shops. The lack of public transportation in this neighbourhood makes it challenging to utilize more environmentally friendly ways of getting around.

<p>Screen Name Redacted 3/29/2023 08:31 PM</p>	<p>Underpass and bus routes. We really need access to public transit.</p>
<p>Screen Name Redacted 3/18/2023 07:20 PM</p>	<p>Pedestrian crossing over hwy</p>
<p>Screen Name Redacted 3/18/2023 09:18 PM</p>	<p>I like the overpass/underpass. It is needed. Too many residents from Palliser already crossing the highway directly is very dangerous.</p>
<p>Screen Name Redacted 3/19/2023 12:22 PM</p>	<p>A proper way for people to commute conveniently to town, even in winter by developing a safe walkable path and increasing Roam service towards downtown.</p>
<p>Screen Name Redacted 3/19/2023 02:04 PM</p>	<p>Expand the wildlife corridor through designation of additional land as Environmental Reserve and require buildings to be set back from the boundary. - YES this is important to minimise human-wildlife interactions.</p>
<p>Screen Name Redacted 3/19/2023 08:24 PM</p>	<p>Great to see expanded ROAM service as well as the construction of an overpass or underpass to facilitate travel without going to the current HWY 1 overpass.</p>
<p>Screen Name Redacted 3/20/2023 07:55 AM</p>	<p>The pedestrian bridge.</p>
<p>Screen Name Redacted 3/20/2023 10:02 AM</p>	<p>pedestrian underpass. Roam access. I'd like to see how ROAM access will be made for existing residents in the apartments in that area.</p>
<p>Screen Name Redacted 3/20/2023 11:33 AM</p>	<p>The underpass is the only good thing about this plan.</p>
<p>Screen Name Redacted 3/20/2023 12:03 PM</p>	<p>The walking path over/under Hwy 1. This is long overdue and should be advanced prior to the completion of any additional residential buildings, which will increase the frequency of HWY 1 j-walking. I also like that there is consideration of continuing the bike path system around the northeast side of the existing buildings. This should also connect down on the north side of section 1 to complete a loop on the existing path that runs parallel to Paller Trail.</p>

<p>Screen Name Redacted 3/20/2023 03:30 PM</p>	<p>A bridge being put in over the highway.</p>
<p>Screen Name Redacted 3/20/2023 07:08 PM</p>	<p>Underpass-overpass , it is much needed</p>
<p>Screen Name Redacted 3/20/2023 10:15 PM</p>	<p>It will feel one no longer needs a car or lucky charm to live here.</p>
<p>Screen Name Redacted 3/21/2023 09:03 AM</p>	<p>Access to public transit for more people. The underpass if it happens.</p>
<p>Screen Name Redacted 3/21/2023 09:02 AM</p>	<p>Expanding the roam transit service</p>
<p>Screen Name Redacted 3/21/2023 09:18 AM</p>	<p>I appreciate that the roadways have cycling options.</p>
<p>Screen Name Redacted 3/21/2023 09:37 AM</p>	<p>walkways and bridge over H1</p>
<p>Screen Name Redacted 3/21/2023 09:37 AM</p>	<p>It looks nicely planned.</p>
<p>Screen Name Redacted 3/21/2023 09:39 AM</p>	<p>I strongly favour an underpass over an overpass</p>
<p>Screen Name Redacted 3/21/2023 10:02 AM</p>	<p>Ignore my previous comments - the transportation plan looks really good!</p>
<p>Screen Name Redacted 3/21/2023 10:38 AM</p>	<p>under or overpass -safer access for families.</p>
<p>Screen Name Redacted 3/21/2023 10:50 AM</p>	<p>Create a pedestrian gateway that signals arrival into the neighbourhood with opportunity for a plaza and public art adjacent to future park space and a Highway 1 pedestrian crossing.</p>
<p>Screen Name Redacted 3/21/2023 11:56 AM</p>	<p>Public roam please</p>

<p>Screen Name Redacted 3/21/2023 12:08 PM</p>	<p>Like the idea of a safe pedestrian pass (over or under)</p>
<p>Screen Name Redacted 3/21/2023 03:50 PM</p>	<p>Plan a school zone for the Francophone school serving Lake Louise to Kananaskis community with a school playground.</p>
<p>Screen Name Redacted 3/21/2023 06:10 PM</p>	<p>the overpass or underpass from the area into town.</p>
<p>Screen Name Redacted 3/21/2023 07:39 PM</p>	<p>-public plazas and gathering parks -pedestrian overpass -bright well designed pathway and streetscape lighting</p>
<p>Screen Name Redacted 3/21/2023 09:02 PM</p>	<p>Seems like it ticks all the main boxes.</p>
<p>Screen Name Redacted 3/21/2023 09:57 PM</p>	<p>Pedestrian crossing</p>
<p>Screen Name Redacted 3/22/2023 08:58 AM</p>	<p>#3 is great and if town goes in that direction, we could go back to the intersection the way it was (where the fire station is being build). Allow cars to turn right again at the set of lights and reopen the line that was closed for pedestrian that is barely used. People still cross the highway by foot all the time.</p>
<p>Screen Name Redacted 3/22/2023 08:42 AM</p>	<p>Good</p>
<p>Screen Name Redacted 3/22/2023 09:22 AM</p>	<p>Creating a small Palliser community itself is a great idea with the overpass connecting to the town by foot or bike is wise.</p>
<p>Screen Name Redacted 3/22/2023 09:22 AM</p>	<p>Pedestrian access across the highway, cycling/walking paths. Also expansion of wildlife corridor and building set back (opportunity #2).</p>
<p>Screen Name Redacted 3/22/2023 12:08 PM</p>	<p>Maximize walkability.</p>
<p>Screen Name Redacted 3/22/2023 12:40 PM</p>	<p>Expanding roam and the underpass/overpass idea is great. Someone is going to get killed crossing the highway from Palliser currently.</p>

<p>Screen Name Redacted 3/22/2023 06:18 PM</p>	<p>that you are finally going to build the overpass/underpass over the highway thats been needed for years, and that the intent is to service the area with ROAM</p>
<p>Screen Name Redacted 3/22/2023 07:43 PM</p>	<p>I really like the idea of an overpass or underpass there.</p>
<p>Screen Name Redacted 3/22/2023 08:54 PM</p>	<p>More accessible but please consider controlling costs</p>
<p>Screen Name Redacted 3/22/2023 09:23 PM</p>	<p>New underpass or overpass, roam transit expansion.</p>
<p>Screen Name Redacted 3/22/2023 11:13 PM</p>	<p>I think that the overpass is great, I think it is a long time coming and could have been built a while back.i like the idea of affordable housing but I would like to suggest a bit of a twist. How about having it affordable renting instead of affordable housing. I think the idea of the roam system getting bigger is great, the better the system the more people will use public transit.</p>
<p>Screen Name Redacted 3/22/2023 10:56 PM</p>	<p>The residents living here had quite a bit of difficulty. I was worried because there were always a lot of people crossing the HWY on foot when going to town. I think it's good in terms of developing this place.</p>
<p>Screen Name Redacted 3/23/2023 09:08 AM</p>	<p>I like the pedestrian underpass</p>
<p>Screen Name Redacted 3/23/2023 11:22 AM</p>	<p>Roam and over/underpass access .</p>
<p>Screen Name Redacted 3/23/2023 02:36 PM</p>	<p>As far as I can visualize from the drawings provided, I think it links the various new areas together quite well.</p>
<p>Screen Name Redacted 3/23/2023 05:33 PM</p>	<p>Having an overpass to be able to walk across into the town.</p>
<p>Screen Name Redacted 3/23/2023 08:09 PM</p>	<p>Connectivity to downtown via an overpass</p>
<p>Screen Name Redacted 3/23/2023 08:05 PM</p>	<p>The highway under/overpass The outdoor spaces where everyone can get together The roam transport as I walk all the time and</p>

sometimes would be nice to use a bus! Feel very disconnected from the other side

Screen Name Redacted

3/24/2023 12:30 PM

About time

Screen Name Redacted

3/25/2023 11:04 AM

i voiced my verbal vomit of feedback on the other page. Thanks for listening!

Screen Name Redacted

3/25/2023 11:10 AM

Pathway over highway and bus service to Palliser area

Screen Name Redacted

3/25/2023 12:54 PM

The addition of public transport hub

Screen Name Redacted

3/25/2023 02:29 PM

Like the fact consideration for overpass.

Screen Name Redacted

3/25/2023 04:55 PM

This will be very important to implement.

Screen Name Redacted

3/25/2023 10:00 PM

Better access. Keeping it walkable with highway underpass/overpass

Screen Name Redacted

3/26/2023 03:19 PM

Pedestrian Highway Crossing - This is essential for safety. I know the Town has been working hard toward this goal for some time. I would recommend an underpass because this prevents plowing and de-icing in winter. It is also sheltered from wind and the elements, and therefore more attractive to use. People are animals, make it comfortable to use and they will use it. Expand ROAM Transit - Resounding yes to this! Please build pedestrian and cycling connections, and non-intrusive street lighting, between stops. Pedestrian Gateway - Thank you for thinking about the pedestrian experience in the neighbourhood and for including green space and/or cultural, historical elements in that experience. Palliser will be the face of affordable housing for Canmore, but also the face of Canmore for all visitors arriving to the community. The more interest the better, architecturally, environmentally, culturally, historically, etc. It could be a real feather in our cap. Wildlife Corridor Expansion - I support the expansion of the wildlife corridor through designation of additional land as Environmental Reserve and requiring buildings to be set back from the boundary. In my experience, a setback will not reduce human use of the corridors for recreational purposes.

Bike/Pedestrian Paths - A big yes to this. I also like that the pathways are set back from the highway for a more comfortable and peaceful user experience. I would encourage additional pedestrian connections within development parcels and would love to see plenty of benches and pocket spaces along pathways to accommodate the young, the elderly, and to add interest and safety. Please ensure that the pathways connect to the existing trail system east of Palliser but also west of Palliser (e.g. Legacy Trail). Because of its location, it may be harder to make Palliser feel connected and integrated with the rest of the community compared to other neighbourhoods. We are up to the challenge!

Screen Name Redacted

3/27/2023 09:32 AM

Having the bus would be an good idea

Screen Name Redacted

3/27/2023 10:10 AM

The pedestrian highway overpass.

Screen Name Redacted

3/27/2023 12:59 PM

All avenues of mobility, rest and relaxation considered. Improved access to basic public services will help efficiency, safety.

Screen Name Redacted

3/27/2023 07:31 PM

The reality is regardless of our use of public transit we still need a place to park, is this being properly addressed as the existing buildings in this area seem to have some issues.

Screen Name Redacted

3/27/2023 07:30 PM

increased Roam service and easier access to downtown

Screen Name Redacted

3/27/2023 08:39 PM

This will be beneficial to all residents including silvertip as well.

Screen Name Redacted

3/29/2023 08:46 AM

Pedestrian highway crossing, additonal parking (it is needed!)

Screen Name Redacted

3/28/2023 04:35 PM

under/overpass is needed.

Screen Name Redacted

3/28/2023 04:43 PM

Pedestrian crossing over highway 1, public art, open space & neighbourhood park, outdoor plaze or gathering space, yes expand Roam transit.

Screen Name Redacted
3/29/2023 12:12 PM
i like the IDEA of the path alongside Palliser Dr. being walkable year-round. i like the IDEA of ROAM transit here within my lifetime. (i'm a senior.) I like the IDEA of a pedestrian over or under pass across the highway. i think that we need a permanent of-leash dog park.

Screen Name Redacted
3/29/2023 12:26 PM
Nothing. This entire town is a disaster.

Screen Name Redacted
3/29/2023 12:24 PM
Have a stop at hospital.

Screen Name Redacted
3/29/2023 12:33 PM
Affordable housing and pedestrian pathway are key to any development proposals. Having lived just a year at the Peaks, I desperately wanted a pedestrian bridge, and was among one of many to run across the highway to avoid the massive detour just to get to the grocery store on foot. A Roam pickup would be important, too, as making it accessible will mean people will use it.

Screen Name Redacted
3/29/2023 12:39 PM
I don't care.

Screen Name Redacted
3/29/2023 12:58 PM
I really hope we will be able to have a pedestrian overpass or underpass, it is well needed and would be much safer than crossing the highway!

Screen Name Redacted
3/29/2023 01:03 PM
the much needed under pass was mentioned - will this actually happen?

Screen Name Redacted
3/29/2023 01:08 PM
The underpass is definitely necessary with the amount of people projected to live there for safety consideration and ease of walkable access. Expanding Roam would be a common sense solution for increasing access to transit services.

Screen Name Redacted
3/29/2023 01:14 PM
Better access than currently available

Screen Name Redacted
3/29/2023 01:33 PM
I like all 8 points. The affordable housing and highway over/underpass are the most important features.

Screen Name Redacted
1-8 all good

3/29/2023 02:05 PM

Screen Name Redacted

3/29/2023 01:58 PM

I like the proposal, I think it is to encourage people to walk, bike and take public transit, but ultimately I think most people that live in this community will still have cars, so parking must be addressed. I think that the highway crossing is critical especially due to the recent hit and run of the young lady.

Screen Name Redacted

3/29/2023 03:51 PM

no comment

Screen Name Redacted

3/29/2023 05:01 PM

Convenient and safety of the people.

Screen Name Redacted

3/29/2023 05:42 PM

Like the use of new residential roads

Screen Name Redacted

3/29/2023 06:20 PM

Any transit improvements in this town are good and needed.

Screen Name Redacted

3/29/2023 05:47 PM

More options for transport making it easier to use less single vehicles and modes of walking biking and bus.

Screen Name Redacted

3/29/2023 06:50 PM

Safety for those crossing the highway

Screen Name Redacted

3/29/2023 07:53 PM

We definitely need a pedestrian crossing under or over pass from palliser to town.

Screen Name Redacted

3/29/2023 09:05 PM

Highway over/underpass is critical.

Screen Name Redacted

3/29/2023 09:33 PM

Expanding road transportation to palliser area, over or under pass to be built to connect to town easier.

Screen Name Redacted

3/29/2023 09:21 PM

I don't see how bus service will be increased; right now people who live here can't take bus to work and this needs to change the majority of people in these buildings are workers; bus service needs to go more directly from here to 3 dusters as well as downtown

<p>Screen Name Redacted 3/30/2023 12:10 AM</p>	<p>It will be helpful for public.</p>
<p>Screen Name Redacted 3/30/2023 07:13 AM</p>	<p>More transportation, especially walking and biking. Limit car access, more public transit.</p>
<p>Screen Name Redacted 3/30/2023 08:08 AM</p>	<p>The connection with ROAM although I do believe that they key there will be storm/ flood mitigation to protect road improvements required. I really like the connections to place and proposed sense of arrival.</p>
<p>Screen Name Redacted 3/30/2023 08:04 AM</p>	<p>The overpass over the highway.</p>
<p>Screen Name Redacted 3/30/2023 08:13 AM</p>	<p>ROAM for everyone</p>
<p>Screen Name Redacted 3/30/2023 08:32 AM</p>	<p>Focus on walkability and alternative modes of transportation.</p>
<p>Screen Name Redacted 3/30/2023 08:54 AM</p>	<p>like the overpass idea, the wildlife corridor expansion, and the creation of more affordable housing</p>
<p>Screen Name Redacted 3/30/2023 08:43 AM</p>	<p>Better bus service for those that need it most.</p>
<p>Screen Name Redacted 3/30/2023 09:10 AM</p>	<p>I like #3.</p>
<p>Screen Name Redacted 3/30/2023 09:37 AM</p>	<p>I like that there will be more services in the area, and a pedestrian bridge</p>
<p>Screen Name Redacted 3/30/2023 10:28 AM</p>	<p>Underpass, more open space, improved transit.</p>
<p>Screen Name Redacted 3/30/2023 11:17 AM</p>	<p>The pedestrian / bike overpass across the Highway is the most important aspect of this.</p>
<p>Screen Name Redacted 3/30/2023 12:03 PM</p>	<p>Like the expansion of ROAM, the connector to downtown, and the increase in pathways.</p>

Screen Name Redacted

3/30/2023 12:11 PM

The pedestrian crossing. Finally.

Screen Name Redacted

3/30/2023 01:55 PM

The Highway 1 pedestrian crossing is a great plan and long overdue. Expanding transit services in the area is a great plan and long overdue.

Screen Name Redacted

3/30/2023 02:45 PM

-new pedestrian underpass or overpass to create a safe corridor for residents moving back and forth to downtown Canmore - expanded ROAM transit service through Palliser Trail area, including local bus service connection. This is extremely important: I am personally aware of a Palliser resident who cannot currently apply for a job in Canmore (despite being interested in doing so), due to the lack of local bus service in Palliser. -complete street network, including sidewalks and bicycle / mixed use path facilities -expansion of wildlife corridor and consideration of development impacts on wildlife

Screen Name Redacted

3/30/2023 03:31 PM

added buses and the overpass being built.

Screen Name Redacted

3/30/2023 06:43 PM

Roads and paths are located where they need to be.

Screen Name Redacted

3/30/2023 08:10 PM

ROME Transit, walkway over or under Highway 1, Expanding Wildlife corridor very important, Stormwater management will be crucial for developing low lying lands.

Screen Name Redacted

3/30/2023 07:38 PM

We like its focus on pedestrian use

Screen Name Redacted

3/30/2023 08:44 PM

Attention to meltwater Consideration to individual transportation needs

Screen Name Redacted

3/30/2023 07:59 PM

highway overpass, expansion of ROAM, outdoor shared spaces, walking paths

Screen Name Redacted

3/30/2023 09:15 PM

Overpass/underpass across highway 1. More walking trails

Optional question (163 response(s), 31 skipped)

Question type: Essay Question

Q9 | What do you think could be improved about the proposed public realm and transportation improvements?

Screen Name Redacted
3/13/2023 08:44 AM

More park and open space. Even if it's at the sacrifice of a building or two.

Screen Name Redacted
3/13/2023 09:03 AM

Stop calling it free roam transit if it's subsidized by taxes and start charging for it again

Screen Name Redacted
3/13/2023 09:05 AM

There are almost too many bike paths and walkways. Vehicle traffic will likely suffer.

Screen Name Redacted
3/13/2023 09:07 AM

Build a pand bridge

Screen Name Redacted
3/13/2023 09:18 AM

More frequent buses. Start an overpass asap. Underpass would not be safe for people walking alone especially at night. I wouldn't feel safe using it.

Screen Name Redacted
3/13/2023 09:18 AM

Build the pedestrian highway crossing first

Screen Name Redacted
3/13/2023 09:47 AM

I think the pedestrian underpass or overpass is a critical item, and needs to have appropriate and specific alignment to ensure it is used consistently.

Screen Name Redacted
3/13/2023 10:07 AM

Take less land from the wildlife corridor.

Screen Name Redacted
3/13/2023 10:18 AM

Ensure there is at least one parking stall per unit. Even with public transportation most people still need to have a vehicle. There is still poor public transportation outside the community. Without adequate parking then parking overflows into public spaces.

Screen Name Redacted
3/13/2023 11:58 AM

Under or overpass is not enough. A new vehicle bridge is the only option to meet the future Canmore expansion and residents needs.

Screen Name Redacted

3/13/2023 12:14 PM

Not a part of this development, but the Town of Canmore needs to provide intercept parking for visitors. Traffic is a big issue, especially in the summer and in weekends.

Screen Name Redacted

3/13/2023 12:41 PM

Lowering speed limits on highway, improving connecting with under/over passes, planting large trees, sound walls, etc.

Screen Name Redacted

3/13/2023 01:18 PM

Additional consideration for parking in these areas. Despite the desire for Canmore to be less motorized, households have at least one vehicle and there are already difficulties in Palliser with parking. All buildings should be required to provide more parking spaces. Concerned about the wildlife corridor and addition of a path through this area. Increasingly we have seen wildlife venturing into Palliser the area which will only increase in the coming years.

Screen Name Redacted

3/13/2023 01:20 PM

More consideration for wildlife

Screen Name Redacted

3/13/2023 02:16 PM

Hopefully that means they'll remove the "traffic calming" bullshit that ruined that road and likely cost a small fortune.

Screen Name Redacted

3/13/2023 03:46 PM

I worry it won't happen because it's not a priority for rich investors.

Screen Name Redacted

3/13/2023 05:36 PM

Employ parking management strategies to encourage the use of transit, walking and cycling, and support the creation of more affordable housing (applies to entire ASP area). ENOUGH of your myopic vision! Cars are not going away! They may change combustion sources but they are not going away. Canada is a country of KM's. Stop trying to force people to walk or bike when the reality has already shown you that NO ONE uses those stupid bike lanes except the hardcore few in Canmore. It's a waste of taxpayer dollars that you are so good at spending. (Railway Ave plan, the Intersection, etc) People work all over the Valley from Exshaw to LL and they need to drive to work. They work two jobs or three, and need their car to get to their jobs. People come to the Valley to explore and recreate; that require a car! Your plan to force people to bike, walk, or bus is you saying we will be continuing our myopic vision and none of these developments will have anywhere near enough parking. When will you listen to the citizens???? And stop wasting money that IS NOT YOURS!!

Screen Name Redacted

3/13/2023 05:54 PM

You should conserve more nature, plant more native plants and trees instead of planning a plaza or public art space. Infrastructure missing - composting container, grocery, enough parking spots and underground parking. Overpass/underpass should be closer the 300 Palliser In building. That's the most direct line to downtown and place where most people passing highway.

Screen Name Redacted

3/13/2023 06:54 PM

Underpass is the only way to improve safety and access to town for those living in Palliser. The Town wants everyone to walk or bike and avoid driving. I agree with that. While I realize that an overpass is cheaper than an underpass it isn't going to get used. How would a parent with their kid in a bike trailer get up and down stairs for an overpass? If the overpass is without stairs and has a number of switchback or circular ramps how well is that going to work in the wintertime? How well is the town going to keep the snow cleared so that people can bike up and down it safely? Build an underpass or nothing at all. Also, in the meantime, it would be really great to get some signs put up that say "watch for pedestrians" -- it is crazy that all of the use living over here have been playing frogger on the highway for over a decade and we don't even have a couple of signs up. It is pretty tiring having people honking their horns at me like I'm some kind of criminal. The Town is likely looking at spending something like 4 million dollars to put in an underpass but they can't work with the Province to put up a few signs in the meantime. It is possible. The Province will agree to it. There is a watch for pedestrians signs on the highway in Morley -- so it is possible.

Screen Name Redacted

3/13/2023 07:49 PM

Everything else. Roam transit is entirely undependable and inconvenient. The overdevelopment of these special places is going to be the undoing of canmore. "You don't know what you've got till it's gone" should be TOC's new slogan.

Screen Name Redacted

3/14/2023 02:28 AM

Separate bike paths from pedestrian paths. Ensure that e-bikes are true e-bikes and ban e-scooters. Ensure that there is sufficient parking for the planned density; two parking spaces per residential unit.

Screen Name Redacted

3/14/2023 02:38 AM

Safely crossing the highway is my #1 concern

Screen Name Redacted

3/14/2023 09:35 AM

I think parking will become a challenge (already have some issues with finding street parking) as the area develops especially if there is no transit lines in place prior to the development of new complexes as this is known as a "driving" area of town and is a far walk from all

amenities without buses that run into town (only to Banff currently which is not free). I think the pedestrian over/under pass needs to be built prior to other complexes or at the very least transit lines implemented. If we build complexes first, the type of people who move in are ones that are going to be dependent on cars already and less likely to use transit even if the lines were put in afterwards.

Screen Name Redacted

3/14/2023 11:33 AM

Attempts to limit parking space needed seem likely to be based on fantasy instead of reality, and will drive a variety of workarounds by those living in the area that will ultimately be counterproductive to this intent. That's not to say we should pave paradise, but I think the development should make a realistic assessment of how many of the residents here will still own vehicles. The proposed alignment for the highway crossing also appears to quite effectively ignore existing (and likely continued) desire paths clearly visible today. This will result in continued illegal/dangerous crossings. The crossing location should consider and account for where pedestrians are coming from and going to, and priority the directness of their paths at the expense of higher speed transportation options.

Screen Name Redacted

3/14/2023 07:41 PM

Use funds for housing not art.

Screen Name Redacted

3/14/2023 11:06 PM

I like the expansion of wildlife corridor, but the development of buildings in the open space of zone 1 is counterproductive as it adds an impediment to animals that currently cross in that area. Maintain some separation/barrier between #4/5 and the 300 Palliser condo building so residents of the building can have some privacy and noise dampening from the pedestrian gateway/open space and vice versa.

Screen Name Redacted

3/15/2023 09:09 AM

Silvertip gondola proposal must be stopped once and for all - it is completely at odds with a residential area I don't particularly like fences, but perhaps include fencing that wildlife can move through easily to keep mountain bikes out of green space (bikers seem to like to build illegal trails) Need a roundabout at the intersection of Silvertip Trail/Palliser to accommodate significant increase in car traffic (new housing in Silvertip will mean more cars - high end second home vacationers don't take transit) There are bears in the area - it is a natural corridor for them. Any new residential areas must be "wildsmart" and that includes developers promoting this aspect; heavy emphasis on education for residents about garbage and "doggie do", and co-existing with wildlife rather than moving them out/killing them.

<p>Screen Name Redacted 3/15/2023 07:10 PM</p>	<p>Just don't like to become too noisy the area.</p>
<p>Screen Name Redacted 3/15/2023 07:14 PM</p>	<p>There is likely a bottle neck associated with the intersection at Bow Trail and Railway Ave. Increased traffic to meet convenience needs of residents living in area. Even with excellent transportation and commuter nodes. This will be of concern for a fire station located that side of the highway and train tracks.</p>
<p>Screen Name Redacted 3/15/2023 08:23 PM</p>	<p>Hopefully with all these walkways we will now have lights along the paths to palliser lane.</p>
<p>Screen Name Redacted 3/16/2023 08:57 PM</p>	<p>We desperately need an over/underpass connecting the Palliser area with the rest of Canmore. Thank you for including this in the plan.</p>
<p>Screen Name Redacted 3/16/2023 10:44 PM</p>	<p>No concerns.</p>
<p>Screen Name Redacted 3/17/2023 09:23 AM</p>	<p>Where is parking going to be?</p>
<p>Screen Name Redacted 3/17/2023 09:27 AM</p>	<p>The corridor should not be expanded at the expense of residential development in the area. I'm not sure what is meant by "Parking Mngmnt Strategies" but I would not want to see the area become an extension of the designs being used currently to modify driving behavior.</p>
<p>Screen Name Redacted 3/18/2023 01:09 PM</p>	<p>I think the pedestrian walkway across the highway should be further east. If people can not cross into town centre, they will shortcut across the highway and we will have continued safety issues.</p>
<p>Screen Name Redacted 3/17/2023 12:48 PM</p>	<p>Once again just leave it alone.</p>
<p>Screen Name Redacted 3/17/2023 05:30 PM</p>	<p>The pedestrian over/under pass appears to be a significant distance away from the major grocery stores and town centre which will likely promote shortcutting across the highway. While I am an advocate of promoting non motorized transportation our weather and demographics will still require the provision of motor vehicles. This will be especially true if visitor accommodations are included. Current wildlife corridors in Canmore are not enforced and are essentially</p>

recreational areas and dog parks. Stating the intent of providing an expanded wildlife corridor is green washing unless the area is monitored and enforced.

Screen Name Redacted

3/17/2023 06:05 PM

I would like more open space than shown.

Screen Name Redacted

3/17/2023 06:32 PM

Underground parking for new condos!

Screen Name Redacted

3/17/2023 07:56 PM

Underground parking is necessary for any additional living opportunities

Screen Name Redacted

3/18/2023 10:41 AM

The off-ramp from the Trans Canada to the Palliser/Silvertip area should be re-routed to connect with the Silvertip road.

Screen Name Redacted

3/18/2023 12:42 PM

Zone 5 is misplaced. This area should remain undeveloped and natural. The plans for this area should remain in the existing "zone 7" as indicated on the previous map, where the playground, dog park, and available open space already exist and do not require the removal of trees. Overall, the proposed plan is too dense and over-complicated. The area offers plenty of space for the development of much-needed residential buildings, without the need to over-develop. I do not want to see more green spaces cleared and developed. This neighbourhood is beautiful, and a large part of its charm and allure is that it is quiet and not over-developed and that it has the feeling of living out-of-town while also being close to amenities and essential services.

Screen Name Redacted

3/18/2023 12:50 PM

Need to address not only 'expansion' of ROAM in terms of location ... but in terms of frequency of availability.

Screen Name Redacted

3/18/2023 04:12 PM

Nothing leave the land alone

Screen Name Redacted

3/18/2023 05:54 PM

The proposal for the dog park will cut the existing park down to 1/3 of current size. One of the current values of the existing park is it's a long run which is beneficial for the significant number of large dogs in this neighbourhood. As per my previous comments, I disagree with developing on the plot of land that the elk have used for rutting and feeding beside the highway. Consideration should be given to creating mixed use outdoor space, like disc golf, outdoor gym, picnic

areas to increase the usability of outdoor spaces.

Screen Name Redacted

3/29/2023 08:31 PM

Worry that the new dog park is significantly smaller.

Screen Name Redacted

3/18/2023 07:20 PM

Put in the highway crossing FIRST!!!

Screen Name Redacted

3/18/2023 09:18 PM

Don't over develop. Leave the lands that make Canmore special. Too many residents are already mashed into this area. The idea of "parking management strategies to encourage the use of transit, walking and cycling" just means you aren't building areas to park. Vehicle parking will sprawl onto the roads. If you were serious about people using transit/walking or cycling, you would build a parking garage on these lands to give all the visitors a place to park when they come into town, so they can then transition to these alternatives.

Screen Name Redacted

3/19/2023 12:22 PM

I think the car limit per unit is a noble goal, but a difficult one to meet as most people will live there with roommates, not necessarily with family. This makes it difficult to share a car. I would encourage lots of underground parking to allow for more than 1 car per unit.

Screen Name Redacted

3/19/2023 02:04 PM

Expanding ROAM is great

Screen Name Redacted

3/20/2023 07:55 AM

We are segregated now from town and trying to make it a little hub for the area only segregates it more from the rest of the town while further develops the lack of community and warmth this town is missing. Should be looking at changing policy around the many homes that are empty the majority of the year rather than building more. More is not and rarely is better. A dog park for large dogs (about 1 hectare) would be needed as this area has many dogs and is the only place in town that allows animals in the building. Why not make the downtown core an arts hub rather than random areas around town and use that area in Palliser as an open area for multi-use. Need more resident only parking. Perhaps underground?

Screen Name Redacted

3/20/2023 10:02 AM

See above.

Screen Name Redacted

3/20/2023 11:33 AM

Don't over develop! This area is going to be a nightmare for cars. This is the primary on and off ramp for HWY 1 access. The reality that

the town refuses to acknowledge is that most people NEED to use vehicles to get to work, buy groceries, and run kids to after school lessons etc.

Screen Name Redacted

3/20/2023 12:03 PM

As mentioned previously, it appears that there will be road access to section 5 that cuts through the rear parking of the Blakiston Building. This will cause parking issues for the residents who have assigned parking stalls in the lot at the back of the building. Palliser Trail heading northwest of the Blakiston Building will need to be repaved and should include better shoulder space when done. This road is pretty patched up and crumbly. The additional residential space will require better road infrastructure and Palliser Trail continues down to the northern highway overpass.

Screen Name Redacted

3/20/2023 02:40 PM

why not just send a bus here now

Screen Name Redacted

3/20/2023 03:30 PM

The bridge could be closer to down town/the current palliser apartment buildings. Following current destiny paths I think people from the existing Palliser developments will still walk across the highway. Ample parking should be provided, there is already a shortage at the current Palliser properties.

Screen Name Redacted

3/20/2023 07:08 PM

#5 is too small and there is not enough space for the elks

Screen Name Redacted

3/20/2023 10:15 PM

Prioritise the town connectivity, roam extension and highway crossing.

Screen Name Redacted

3/21/2023 09:18 AM

I hope the changes don't impede the fire trucks from exiting the fire station.

Screen Name Redacted

3/21/2023 09:37 AM

Have a piece of land for a school.

Screen Name Redacted

3/21/2023 09:37 AM

There should be a pedestrian bridge across the highway (or a tunnel). It is terrifying to see so many people crossing there.

Screen Name Redacted

3/21/2023 10:38 AM

Public realm --- school for NDM... would create a potential field for areas users and easy access for students in that areas.

<p>Screen Name Redacted 3/21/2023 10:50 AM</p>	<p>No schools. We need to find a new location for Ecole Notre-Dame-des-Monts, and this area would be ideal.</p>
<p>Screen Name Redacted 3/21/2023 12:08 PM</p>	<p>na</p>
<p>Screen Name Redacted 3/21/2023 03:50 PM</p>	<p>Adding a school zone</p>
<p>Screen Name Redacted 3/21/2023 06:10 PM</p>	<p>Perhaps build the overpass/underpass for vehicles as well because it would alleviate the traffic at the major intersection of Railway AVE and Bow Valley Trail</p>
<p>Screen Name Redacted 3/21/2023 07:39 PM</p>	<p>-removal of underpass idea (safety) --define parking management (residential only) --modern bike parkade (above ground)</p>
<p>Screen Name Redacted 3/21/2023 09:02 PM</p>	<p>Trailheads or at least trail access needs to be thought out right now for trails in the area (Johnny's, trail up on the bench, etc.). Access is required and the trail network needs to be sorted with AB Parks.</p>
<p>Screen Name Redacted 3/21/2023 09:57 PM</p>	<p>Are you actually 'expanding' the wildlife corridor?</p>
<p>Screen Name Redacted 3/22/2023 08:58 AM</p>	<p>I can tell you, that living on the Cougar Creek side, that the new infrastructure at the corner of A&W is really causing a lot of traffic. We should go back to left turns and allow cars to go straight in the 2 lines. Also, locals won't take public transportation to bring the kids to hockey practice or to bike camp. We still have needs to travel around town in our daily life without getting stuck everywhere with the new infrastructure. One last thing, by having to use the parking app, a lot of us are deserting downtown and by talking to business owners, their business is directly affected. Could our licence plate be registered and then we are good without using the app or have some kind of pass or sticker on the car? Thank you</p>
<p>Screen Name Redacted 3/22/2023 08:42 AM</p>	<p>Good</p>
<p>Screen Name Redacted 3/22/2023 09:22 AM</p>	<p>Again, it would be important to include a new school, playground, etc. Children are the future and the town need to put more focus on them, not just on retired wealthy people.</p>

Screen Name Redacted

3/22/2023 12:08 PM

Too early to say.

Screen Name Redacted

3/22/2023 12:40 PM

Again consideration for a school and the needs around that.

Screen Name Redacted

3/22/2023 06:18 PM

statement 7 regarding parking management strategies is vague and doesnt actually say what the intent is, its hard to support such a open statement without more detail.

Screen Name Redacted

3/22/2023 07:43 PM

I am not sure what needs to happen to prevent the congestion that the transportation "improvements" created at the Benchlands and Bow Valley Trail intersection...

Screen Name Redacted

3/22/2023 08:54 PM

Control costs

Screen Name Redacted

3/22/2023 09:23 PM

Increase roam transit to DMFs Harvey Heights Exshaw Nordic centre quarry lake Peak of Grassi

Screen Name Redacted

3/22/2023 11:13 PM

I think that restricting parking is a bit fullish, people still need to arrive to Canmore and the main way people come Canmore is by car. It is difficult to travel without a car in Canada. The problem I have with this idea is for people to get to Canmore.

Screen Name Redacted

3/23/2023 09:08 AM

Bike lanes on the road and not next to the walking path

Screen Name Redacted

3/23/2023 11:22 AM

The over/underpass will need to be guaranteed and not introduced years after the completion of the housing. This is a safety and accessibility/equitability concern. There is currently an underpass in the Cougar Creek area (that is predominantly single family homes which would likely be less density then what will be proposed/exist in the Palliser area - when built out). Single family homes have dedicated garages/driveways/street parking for vehicles. The proposed multi-storey buildings (high density) in the Palliser area will not be afforded those opportunities and therefore wouldn't the need for an over/underpass be significantly higher than what is currently in place in the cougar creek area? If parking strategies are implemented that intend to reduce the number of cars (by way of less stalls) the alternative has to be available immediately or the strategy will fail.

Parking issues will become a problem. I understand that we have a mode shift within the town boundaries but we also have to acknowledge that people who choose to live here will also be travelling to larger centers or visiting other communities will have a vehicle for that purpose and will need to have a space to store the car/van/truck while not in use. It is folly to think that just because we change the mode of transport within town to think that people who live here will not travel, only bike/walk while within the town year round or only go to Banff on the Roam bus. Even with the mode shift there will still be a need to have vehicles within town limits for residents (Palliser included). Good examples would be young families (that would likely be part of the Palliser community) buying groceries or who need to shuttle children to and from various activities within the community, especially during the winter months, swimming at elevation place, doctor's appointments, I have yet to see a brave soul try to bike to the rec center in winter while carrying one or two hockey bags. The elderly population who may not be able to use transit as they cannot walk to the stop or be able to wait at the stop in frigid temperatures. I agree that the mode shift is a great plan for those that are able to abide by it. If we limit the number of parking stalls or "employ parking management strategies" in these new developments are we making the area unequitable and/or undesirable to certain populations?

Screen Name Redacted

3/23/2023 02:36 PM

The H-iway 1 pedestrian bridge and/or bus service to and from Palliser Lane can't come quick enough. For those of us who don't have cars, aren't willing to risk crossing four lanes of hi-way 1, or find it unsafe to navigate the 15 to 20 min walk to the Benchlands Trail bus stop in the winter, our only choice is to try and get a cab (costs \$18-20 per return trip). Additional note, there are no street lights on Palliser Lane and most of Palliser Trail. Will there be street lights incorporated in the new ASP? I'm hoping that the views and concerns expressed this week by those of us living here on Palliser Lane, will be listened to. Sometimes I feel that we are the forgotten citizens of Canmore. Respectfully submitted

Screen Name Redacted

3/23/2023 05:33 PM

There doesn't need to be more plazas or shops in the area; there is more than enough being available to people.

Screen Name Redacted

3/23/2023 08:09 PM

Walking paths adjacent to a wildlife corridor

Screen Name Redacted

3/23/2023 08:05 PM

Nothing, sounds good!

Screen Name Redacted

3/24/2023 12:30 PM

See my comments above

Screen Name Redacted

3/25/2023 11:04 AM

i voiced my verbal vomit of feedback on the other page. Thanks for listening!

Screen Name Redacted

3/25/2023 11:10 AM

Parking areas should not be limited. Parking is already very difficult in Palliser area.

Screen Name Redacted

3/25/2023 12:54 PM

leave enough lanes for cars to be able to access the highway, increase in population will come with an increase in cars.

Screen Name Redacted

3/25/2023 04:55 PM

School space/grounds

Screen Name Redacted

3/25/2023 10:00 PM

Concerned about potential traffic congestion upon exiting highway in this area

Screen Name Redacted

3/26/2023 09:57 AM

Not enough info on open spaces. Seems pretty vague (on purpose?) Looks like all existing open spaces has some sort of option (mixed use means buildings) with NO height restrictions. "Employ parking management strategies to encourage the use or transit etc" Just another way of allowing all these buildings to be built without parking. The neighbourhood roads end up looking look like Glacier Dr and Elkrun Blvd. How about building the highway overpass before the residential housing? That would avoid only hearing about an overpass being built.

Screen Name Redacted

3/26/2023 03:19 PM

Community Space - I like the idea of a community space but would prefer park and green space if given the choice. There will be a lot of concrete added to Palliser in the coming years. I also can't think of a civic plaza anywhere in town that sees significant use apart from the one downtown. This idea becomes more attractive if the space is actively programmed by the Town on a regular basis (e.g. moving the Farmer's Market in the summer time). Wildlife Corridors - I'm supportive expanding the corridors but note that development in Palliser will necessarily increase human activity on the landscape. The trail on the bench is used by local residents. With the loss of green space in the area this will intensify. It will be important to predict wildlife displacement and intensify protections in those areas. Parking Management - Living car-free is challenging in the Bow Valley (e.g. getting kids to hockey / ski / band with all of their gear, having limited

mobility with small children or as an older person, getting to trailheads for recreation, accessing grocery stores, etc). If we sell housing without parking, we are effectively making life here more difficult for small children, seniors and the disabled. Can we provide limited parking underground, prioritized for those who need it most? Can we give over the above-ground space that would have been used for parking to walking, cycling and recreational space for residents? I don't support limiting parking if the primary benefit is more housing. If people are expected to live without a vehicle can we give them something back in return that adds to their quality of life? Diversionary Parking - Could the town find space for diversionary parking in another part of Town? I'm guessing this is going to become more necessary in future, especially during large events at the Canmore Nordic Centre. The moustache lands are currently used for this purpose. Organic Bins - Unrelated to transportation but helpful to have pedestrian access to recycling facilities and... organics bins which do not currently exist in Palliser. Outdoor Open Space / Integrated Stormwater Management - I support this idea in principle but don't know if the image I have in my head bears any relation to what you have in mind. Integrated stormwater management isn't vocabulary most folks use on a regular basis. :)

Screen Name Redacted

3/27/2023 09:32 AM

N

Screen Name Redacted

3/27/2023 12:59 PM

Remember that the Palliser Lands are an integral part of the northern area of Canmore, and not a separate or a select area. We need a united community where "a sense of belonging" goes beyond the Palliser Lands boundary, inclusive to everyone.

Screen Name Redacted

3/27/2023 06:05 PM

The highway off/on routes are not very efficient or smooth

Screen Name Redacted

3/27/2023 07:31 PM

I'm not a planner so I can't say where there would be room to add these (probably necessary) parking.

Screen Name Redacted

3/27/2023 07:30 PM

residents will still have vehicles, (hopefully they will take advantage of the Roam and new access for pedestrian and bikes) - where will their vehicles be?

Screen Name Redacted

3/29/2023 08:46 AM

I don't think an outdoor plaza is necessary, but one convenience store would be good. Pedestrian walkway should be an underpass. Flood mitigation needs to be considered, debris from the last flood shows

that.

Screen Name Redacted

3/28/2023 04:35 PM

- The dog park in a dark corner of the forest. I would like a better plan for a dog park. The proximity to the wildlife corridor makes keeping our dogs on leash even more important, so providing a proper place for the area dogs to run around is important. - cut trails on the north side of the property seem unnecessary, there's already a paved pedestrian path along Palliser trail that gets well used. - #6. Without some separation from highway 1 this plaza space seems like it won't be used. Switching this to the #5 area has a better marked border with the Palliser Trail and would be more walkable for all the existing residents. Ideally with #6 becoming a building, this would also reduce the feeling of being next to a major highway.

Screen Name Redacted

3/28/2023 04:43 PM

Lighting - street and pathway lighting. Landscape - trees, bushes, rock work. Fix the low lying parts of the paved pathway that flood every spring. Fix the potholes on Palliser trail heading to Harvie heights. Fix the road to Heights - widen the shoulder, painted lines, etc.

Screen Name Redacted

3/29/2023 12:12 PM

Most of it needs improving: The basic ideas of a main walkable pathway, ROAM transit, and a safe way across the highway here are laudable. But we still need action. The elk need to have an accessible large portion of land to graze on. The kids need a safe, permitted place to ride their bikes, etc.

Screen Name Redacted

3/29/2023 12:26 PM

More traffic circles that tourists don't know how to use. The more congestion the better. Lots of intersections like the one by the shops would help. Close more roads and charge more for parking.

Screen Name Redacted

3/29/2023 12:24 PM

Widen the road in front of hospital to three lanes, (middle lane for shared turning).

Screen Name Redacted

3/29/2023 12:33 PM

The pathway to connect Palisser to the rest of Canmore is too far West. There are a large number of people in the Peaks complexes that would need to trek even further to use it than the existing roadway, making it useless to them.

Screen Name Redacted

3/29/2023 12:39 PM

PARKING!!!!

Screen Name Redacted
3/29/2023 01:03 PM

The idea that people will just walk and bike. We have long cold winters with so much ice and this is not realistic. Also against the paid parking which is what I assume you mean by parking management.

Screen Name Redacted
3/29/2023 01:08 PM

For the parking management, one could look into multi-level parking for apartment buildings or for parkade. Outdoor spaces should be well designed to accommodate the needs to people and mitigate wildlife interactions with humans.

Screen Name Redacted
3/29/2023 01:14 PM

See previous comment

Screen Name Redacted
3/29/2023 01:33 PM

The open space looks too small, and I see potential for spillover into the Wildlife Corridor. Newer residents may not understand the need to stay out of the corridor.

Screen Name Redacted
3/29/2023 02:05 PM

7. More info on parking management strategies 8. Include visitors in this list. Add inclusion bus system that takes people to popular attractions in Bow Valley and throughout the tourism areas. Residents and visitors need integrated system to top tourism spots. 6. Include Farmers market and artisan market in public realm spaces 7. Open spaces need some infrastructure to aide in vibrancy of community- splash pad, fountains, skate, art walks, forest walks.

Screen Name Redacted
3/29/2023 01:58 PM

The elk herd comes to mind. I am deeply concerned that they are often hit on the highway (and / or many close calls) and it's both a public safety issue and wildlife issue however, if fenced, the highway becomes a complete barrier for wildlife to access travel corridors, if there are no wildlife crossings.

Screen Name Redacted
3/29/2023 03:51 PM

no comment

Screen Name Redacted
3/29/2023 05:01 PM

Hours of transportation and bus stop should be accessible to the people for their work place.

Screen Name Redacted
3/29/2023 05:42 PM

The pedestrian over/underpass should be closer to or in addition to a second crossing near the pre-existing Palliser apartments. Many current residents cross the highway there. Last year's fatality highlighted the need for this. Most residents work in the town centre. The crossing should be nearer to town centre rather than Craig's to

prevent the temptation to continue crossing the highway closer to the town centre. I do not foresee residents adding 30 minutes to their on-foot commute to walk down to the proposed crossing and back up toward town centre when they can continue crossing the highway. I would also like to see a sound barrier similar to those in Calgary along the highway to mitigate the noise produced by the highway.

Screen Name Redacted

3/29/2023 06:20 PM

The amount of work this town has put in, to make sidewalks 'bike friendly' is mind boggling. It's winter 8 months out of the year!!!! We are ruining the drivability of this town (it's a tourist town, tourists need to know how to drive here) so that 4 people can ride their bikes in the winter?!?!?! STOP BUILDING FOR BICYCLES WE DON'T NEED IT. Build a parkade and stop charging locals for parking - people work in this town, and need to move around in this town; how is there no system to track plate numbers registered as local without always using an app? I'm not sure who is moving here, but if they are moving here for work, anything you build will need be less than 500k b/c it's a tourist town and no one working in tourism can afford more. Using parking tickets 'to support affordable housing' is an absolute pipe dream, or a bad joke. Looking at these plans, I'd suggest firing everyone involved in drawing them up (and fire whoever came up with that intersection) and start over with competent, logical humans that want the Town of Canmore to be a functional, livable town.

Screen Name Redacted

3/29/2023 06:50 PM

Parking

Screen Name Redacted

3/29/2023 07:28 PM

Put a walkway over the highway as other access to get into town

Screen Name Redacted

3/29/2023 07:53 PM

More bus routes

Screen Name Redacted

3/29/2023 09:05 PM

Should be corridor on east side of pathway.

Screen Name Redacted

3/29/2023 09:33 PM

Additional lighting to pathways and path maintenance during winter months

Screen Name Redacted

3/29/2023 09:21 PM

A walkway over he highway to allow walking, biking from here to over the other side Canmore for workers

Screen Name Redacted

3/30/2023 12:10 AM

It will help in future with increasing population!

Screen Name Redacted

3/30/2023 07:13 AM

More limits on personal vehicle spaces and use.

Screen Name Redacted

3/30/2023 08:08 AM

Parking management is key, but should be addressed differently to RundleHouse as parking is problematic in that community; it does not account for multi vehicle households who require vehicles out of necessity, those seniors who keep a car for those one off times they require it or the out of towers renting for weekends leaving an empty parking space through the week...the nearby businesses are left to manage the issue.

Screen Name Redacted

3/30/2023 08:04 AM

I think more parking management is required

Screen Name Redacted

3/30/2023 08:13 AM

Cost of housing

Screen Name Redacted

3/30/2023 08:54 AM

why a pedestrian gateway? doesn't seem necessary. Likewise to outdoor gathering space-already proposing an outdoor park and off leash dog park. Use the land to build as much affordable housing as possible.

Screen Name Redacted

3/30/2023 08:43 AM

A pedestrian bridge.

Screen Name Redacted

3/30/2023 09:37 AM

We're loosing already well used walking trails to pour more pavement to develop it into a park.

Screen Name Redacted

3/30/2023 10:28 AM

Wildlife corridor.

Screen Name Redacted

3/30/2023 11:17 AM

The Entrance to Canmore off the highway has never been ideal here. You have to exit, then drive through, past the condos, the church and fire station, then a light to turn right across the highway to get into downtown or Cougar Creek area. This whole exit should be re-designed to either totally eliminate or make the exit more typically "cloverleaf" overpass and not exiting between the condo buildings proposed. The real downside to this whole area is going to be the highway noise and traffic.

Screen Name Redacted

3/30/2023 12:11 PM

More housing for renters priced at 30% of their net income.

Screen Name Redacted

3/30/2023 01:55 PM

Zone 5 is misplaced. This area should remain undeveloped and natural. The plans for this area should remain in the existing "zone 7" as indicated on the previous map, where the playground, dog park, and available open space already exist and do not require the removal of trees. Overall, the proposed plan is too dense and over-complicated. The area offers plenty of space for the development of much-needed residential buildings, without the need to over-develop. I do not want to see more green spaces cleared and developed. This neighbourhood is beautiful, and a large part of its charm and allure is that it is quiet and not overdeveloped and that it has the feeling of living out-of-town while also being close to amenities and essential services.

Screen Name Redacted

3/30/2023 02:45 PM

It would be valuable if this section of the ASP mentioned the Town's Climate Action Plan and how many of the proposed actions and approaches are part of implementing the CAP. This would further the Town's stated goal of "aligning the ASP with current community priorities".

Screen Name Redacted

3/30/2023 03:31 PM

If you are asking about transportation for wildlife :) - an underpass for them. Otherwise it seems fine but will make the road very busy now. I can't tell by this map but roundabouts are always helpful.

Screen Name Redacted

3/30/2023 06:43 PM

Nothing

Screen Name Redacted

3/30/2023 08:10 PM

Not sure art/Plaza is most important. Adequate Parking for new units (Palliser Lane is busting at the seams), People usually have 1-2 cars if they want to leave/explore beyond Canmore (BC etc.)it has to be by car. Not saying ("pave paradise put up parking lot") but consider how to deal with more vehicles in area(underground parking etc.) I like living in this area because its quiet, has lots of natural space, seeing things like Elk bedded down in sun, male Elk fighting in the fall, and the sounds of coyotes at night, birds singing etc. and its away from the main town area but close to amenities, even closer with over pass/underpass and ROME transit. Expand/improve on existing park/play area to accommodate more user groups/abilities/outdoor activity (eg. adult equipment, kids climbing structure, possible outdoor rink,splash pad, to name a couple examples). If there is safe area to get across or under highway not sure Plaza is important as most

amenities are very close. If you wanted to have a coffee shop/convenience type store to provide close quick access to necessities in a pinch that would be acceptable. I like existing walkways and natural paths in wildlife area behind the existing buildings, two options, paved if you need it and rougher/natural if you want all accessible within very few steps. No need to build "green spaces" when they already exist.

Screen Name Redacted

3/30/2023 07:38 PM

The wildlife corridor should be continuous

Screen Name Redacted

3/30/2023 08:44 PM

Details. Addressing the fact that the majority of the year we are contending with ice, snow and cold which to make livable requires cost and innovation.

Screen Name Redacted

3/30/2023 07:59 PM

actually make sure there's adequate parking, consider parkades

Optional question (142 response(s), 52 skipped)

Question type: Essay Question