



TOWN OF CANMORE

AGENDA

Special Meeting of Council

Council Chamber at the Civic Centre, 902 – 7 Avenue

Tuesday, March 11, 2025 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 March 11, 2025 Regular Meeting of Council
- 9:05 – 9:50 **B. PUBLIC HEARINGS**
1. Removing Tourist Homes as a Use in Various Land Use Districts
 - Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes
 - Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes
 - Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes
 - (1) Call to order
 - (2) Administration Summary
 - (3) Public Verbal Submissions
 - (4) Public Written Submissions
 - (5) Closing Comments from Administration
 - (6) Council Questions of Administration
 - (7) Adjournment of the Public Hearing
- C. DELEGATIONS – none**
- D. APPROVAL OF MINUTES – none**
- E. BUSINESS ARISING FROM THE MINUTES – none**
- F. UNFINISHED BUSINESS – none**

- 9:50 – 10:10 **G. BYLAW APPROVAL**
- 1. Removing Tourist Homes as a Use in Various Land Use Districts**
 Recommendation:
 1) That Council give second reading to Bow Valley Trail Area
 Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist
 Homes.
 2) That Council give third reading to Bow Valley Trail Area
 Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist
 Homes.
 3) That Council give second reading to Teepee Town Area Redevelopment
 Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes.
 4) That Council give third reading to Teepee Town Area Redevelopment
 Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes
 5) That Council give second reading to Revised Land Use Bylaw
 Amendment 2025-04 – Removal of Tourist Homes.
 6) That Council give third reading to Revised Land Use Bylaw Amendment
 2025-04 – Removal of Tourist Homes.
- 10:10 – 10:25 **2. Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07**
 Recommendation:
 1) That Council give second reading to Canmore Community Housing 100
 Palliser Lane Loan Bylaw 2025-07.
 2) That Council give third reading to Canmore Community Housing 100
 Palliser Lane Loan Bylaw 2025-07.
- H. NEW BUSINESS – none**
- I. REPORTS FROM ADMINISTRATION – none**
- J. NOTICES OF MOTION – none**
- K. CLOSED SESSION – none**
- 10:25 **L. ADJOURNMENT**



Request for Decision

DATE OF MEETING: March 11, 2025 **Agenda #: G 1**

TO: Council

SUBJECT: Removing Tourist Homes as a Use in Various Land Use Districts

SUBMITTED BY: Harry Shnider, Manager, Planning and Development
Liz Pollock, Development Planner

RECOMMENDATION: That Council give second reading to Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes.

That Council give third reading to Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes.

That Council give second reading to Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes.

That Council give third reading to Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes

That Council give second reading to Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes.

That Council give third reading to Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes.

EXECUTIVE SUMMARY

The following bylaws received first reading on February 4, 2025 and were the subject of a public hearing on March 11, 2025.

Administration's analysis on this matter was presented at first reading of these bylaws. Please see Attachment 4 for the Request for Decision and related attachments presented at first reading.

Following first reading, a member of the public who operates a tourist home requested further clarity be written into the Land Use Bylaw amendment that would better define how a Tourist Home could continue to operate as a non-conforming use. An amendment to this bylaw will make the owner's decision regarding how the property is to be assessed the deciding factor of whether an existing Tourist Home may continue to operate in the above land use districts.



BYLAW 2025-02

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AMEND BOW VALLEY TRAIL AREA REDEVELOPMENT PLAN BYLAW 11-2012

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 “Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes.”

INTERPRETATION

- 2 Words defined in Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012 is amended by this bylaw.
- 4 Section 5.1.1 is amended
 - a) in the title, by striking out “and Tourist Homes”,
 - b) in the section preamble, by striking out “or Tourist Homes”, and
 - c) by striking out the unnumbered section following subsection 6.
- 5 Section 5.1.3 is amended by striking out “tourist home” and “or tourist home”.
- 6 Section 6.1.3 subsection 15 is amended by striking out “and Tourist Homes”.
- 7 Section 6.2.3, subsection 1 in the second instance of subsections, is amended by striking out “and Tourist Homes”.

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: February 4, 2025

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Manager, Municipal Clerk's Office

Date



BYLAW 2025-03

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AMEND TEEPEE TOWN AREA REDEVELOPMENT PLAN BYLAW 2020-07

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 “Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes.”

INTERPRETATION

- 2 Words defined in Teepee Town Area Redevelopment Plan Bylaw 2020-07 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Teepee Town Area Redevelopment Plan Bylaw 2020-07 is amended by this bylaw.
- 4 The fourth paragraph of section 3.1 is amended by striking out “tourist homes and”.
- 5 Policy 2 of section 4.1.5 is amended by striking out “Tourist homes,”.

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

FIRST READING: February 4, 2025

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Manager, Municipal Clerk’s Office

Date



BYLAW 2025-04

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 “Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes.”

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 1.16 is amended by inserting the following subsection:

1.16.0.7 An existing Tourist Home shall be allowed to continue to operate in the following Land Use Districts, unless a Certificate of Conformance has been issued in accordance with Section 1.9.0.1 (x):

- i. Teepee Town Comprehensive Redevelopment District (TPT-CR)
- ii. Town Centre Land Use District (TC)
- iii. Gateway Commercial District (GD)
- iv. Gateway Commercial District with Automotive Uses (GD-2)
- v. Bow Valley Trail Commercial District (BVT-C)
- vi. Bow Valley Trail Teepee Town Commercial District (BVT-T)
- vii. Bow Valley Trail General District (BVT-G)
- viii. Town Centre 1 Creekside DC District Direct Control District
- ix. Canmore Hotel Direct Control District

- 5 Section 3.18.4.2 is amended by striking out “Tourist Home”.
- 6 Section 3.18.4.21 is amended by striking out “or Tourist Homes, and” and “Tourist Homes and”.
- 7 Section 3.18.4.22 is repealed.
- 8 Section 4.1.2 is amended by striking out “Tourist Home”.
- 9 Sections 4.1.44, 4.1.4.5, 4.1.4.6, 4.1.4.7, and 4.1.4.8 are repealed.
- 10 Section 4.2.2 is amended by striking out “Tourist Home”.

- 11 Section 4.2.4.1 is amended by striking out “and Tourist Home units”.
- 12 Sections 4.2.4.4, 4.2.4.5, 4.2.4.6, 4.2.4.7, and 4.4.4.8 are repealed.
- 13 Section 4.3.2 is amended by striking out “Tourist Home [2021-24]”.
- 14 Sections 4.3.4.6, 4.3.4.7, 4.3.4.8, 4.3.4.9, and 4.3.4.10 are repealed.
- 15 Section 4.4.2 is amended by striking out “Tourist Home [2021-24]”.
- 16 Section 4.4.6 is amended by striking out “and Tourist Homes”.
- 17 Section 4.4.6.1 is amended by striking out “and/or Tourist Home”.
- 18 Section 4.4.6.2 is repealed.
- 19 Section 4.4.6.3 is amended by striking out “Tourist Home” and “Tourist Home units and”.
- 20 Section 4.4.6.4 is amended by striking out “and/or Tourist Home”.
- 21 Section 4.4.6.5 is amended by striking out “or Tourist Home”.
- 22 Section 4.4.10.2 is amended by striking out “and Tourist Homes,”.
- 23 Section 4.4.12.1 subsection c. is amended by striking out “or Tourist Homes”.
- 24 Section 4.5.2 is amended by striking out “Tourist Home”.
- 25 Section 4.5.4.8 is amended by striking out “, including Tourist Home units”.
- 26 Section 4.5.4.10 is amended by striking out “Tourist Home or”.
- 27 Section 4.5.4.11 is repealed.
- 28 Section 4.5.4.12 is amended by striking out “Tourist Home and”.
- 29 Section 4.5.4.13 is amended by striking out “Tourist Home units and other”.
- 30 Section 4.5.4.14 is amended by striking out “Tourist Home or other”.
- 31 Section 4.5.8.4 is amended by striking out “and Tourist Home”.
- 32 Section 4.6.2 is amended by striking out “Tourist Home”.
- 33 Section 4.6.4.10 is amended by striking out “or Tourist Home”.

- 34 Section 4.6.4.11 is amended by striking out “, including Tourist Home units”.
- 35 Section 4.6.4.13 is amended by striking out “Tourist Home or other”.
- 36 Section 4.6.4.14 is repealed.
- 37 Section 4.6.4.15 is amended by striking out “Tourist Home and”.
- 38 Section 4.6.4.16 is amended by striking out “Tourist Home units and other”.
- 39 Section 4.6.4.17 is amended by striking out “Tourist Home or other”.
- 40 Section 4.6.7.2 is amended by striking out “and Tourist Home”.
- 41 Section 14.24.3 is amended by striking out “Tourist Homes”.
- 42 Section 14.24.6 is amended by striking out “and Tourist Homes”.
- 43 Section 14.24.6 subsection d. is repealed.
- 44 Section 14.32.4 is amended by striking out “Tourist Home”.
- 45 Section 14.32.8.2 is amended by striking out “and tourist homes”.

ENACTMENT/TRANSITION

- 46 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.
- 47 This bylaw comes into force on the date it is passed.

FIRST READING: February 4, 2025

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Bylaw approved by: _____

Page 3 of 4

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Manager, Municipal Clerk's Office

Date

Bylaw approved by: _____



Request for Decision

DATE OF MEETING: February 4, 2025 **Agenda #: G 1**

TO: Council

SUBJECT: Removing Tourist Homes as a Use in Various Land Use Districts.

SUBMITTED BY: Harry Shnider, Manager, Planning and Development
Liz Pollock, Development Planner

RECOMMENDATION: That Council give first reading to Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes.

That Council give first reading to Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes.

That Council give first reading to Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes.

That Council schedule a single public hearing for Bylaws 2025-02, 2025-03, and 2025-04 on March 11, 2025.

EXECUTIVE SUMMARY

In alignment with the recommendations of the Town's Livability Task Force, administration has prepared amendments to the Land Use Bylaw 2018-22 (LUB) and two Area Redevelopment Plans (ARPs) (Bow Valley Trail and Teepee Town) to remove Tourist Homes as a permitted or discretionary use in several land use districts. This initiative aims to increase the availability of long-term rental housing by limiting short-term tourist home rentals in key areas.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

On June 6, 2023, Council directed administration to report back with proposed amendments to the Land Use Bylaw and policy amendments to phase out Tourist Home as a use.

On December 3, 2024, Council approved Land Use Bylaw Amendment 2024-30, Removing To

DISCUSSION

Tourist Homes are considered in the Land Use Bylaw to be a temporary place to stay for short-term purposes, rather than using the property as a residence. Allowing for Tourist Homes in residential areas has been identified as a contributing factor to the shortage of long-term housing in Canmore. By removing Tourist Homes as a permitted or discretionary use in the Land Use Bylaw, the Town aims to:

- **Increase Long-Term Housing Availability:** Encourage housing to be used for long term residency, thereby enhancing housing options for residents.

- **Support Community Stability:** Promote stable, long-term residency, which contributes to community cohesion and engagement.
- **Align with Housing Action Plan Goals:** Implement strategies that address housing challenges as outlined in the Housing Action Plan.

In accordance with Council's motion, administration has prepared amendments to the Teepee Town Area Redevelopment Plan, the Bow Valley Trail Area Redevelopment Plan, and the Land Use Bylaw that remove Tourist Homes as a use in the land use districts noted above. The amendments are as follows:

Area Redevelopment Plans

In addition to the LUB amendments, related updates are required for two ARPs to ensure policy alignment:

- **Teepee Town Area Redevelopment Plan**

Amendments are proposed to the following sections of the ARP:

- Section 3.1 – Land Use Concept
- Section 4.1.5 – Mixed Use Area

The proposed amendments remove language supporting the development of Tourist Homes within the Teepee Town Comprehensive Redevelopment District.

- **Bow Valley Trail Area Redevelopment Plan**

Amendments are proposed to the following sections of the ARP:

- 5.1.1 – General Residential Uses and Tourist Homes
- 5.1.3 – Employee Housing
- 6.1.3 – Land Uses
- 6.2.3 – Land Uses

The proposed amendments eliminate references to Tourist Homes as a permitted use in Bow Valley Trail-related districts.

Amending bylaws for the ARPs are included as Attachments 1 and 3. Proposed changes to both ARPs are provided as Attachments 2 and 4, with redlined text showing the amendments.

Land Use Bylaw

The amending bylaw for the LUB is provided as Attachment 5. Amendments are proposed to nine sections of the LUB:

- Section 3.18 – Teepee Town Comprehensive Redevelopment District (IPT-CR)
- Section 4.1 – Town Centre District (TC)
- Section 4.2 – Gateway Commercial District (GD)
- Section 4.3 – Gateway Commercial District with Automotive Uses (GD-2)
- Section 4.4 – Bow Valley Trail Central Commercial District
- Section 4.5 – Bow Valley Trail Teepee Town Commercial District

Tourist Homes are proposed to be removed as a listed use, along with any use-related regulations, for the above-noted districts. By removing the use from the districts, any approved Tourist Homes would be considered legal non-conforming uses and may continue to exist provided they remain as approved. There will not be an opportunity to apply for additional Tourist Homes in these districts.

Legacy Sites and Non-Conforming Use

In accordance with the Municipal Government Act s.643(2), sites within the above-noted districts that have approved Tourist Home development permits will be able to continue to do so. Tourist homes are taxed at a commercial rate, and switching to a residential rate requires the landowner to change the use from a tourist home to a residence, which discontinues the tourist home use.

Exclusions

The proposed amendments do not include removing Tourist Homes as a use in areas governed by the Three Sisters Village, Smith Creek, Silvertip, and Spring Creek Area Structure Plans (ASPs). These applicant-led policy areas require additional consultation with developers before any land use changes can be made.

Further consultation with developers will ensure any future amendments to land uses in these areas align with the approved ASPs and respect existing agreements while supporting the Town's broader planning objectives.

FINANCIAL IMPACTS

N/A

ATTACHMENTS

- 1) Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes
- 2) Bow Valley Trail Area Redevelopment Plan Redline Excerpt
- 3) Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes
- 4) Teepee Town Area Redevelopment Plan Redline Excerpt
- 5) Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes
- 6) Town of Canmore Land Use Bylaw Redline Excerpt

AUTHORIZATION

Submitted by: Liz Pollock
Development Planner Date: January 6, 2025

Approved by: Harry Shnider
Manager of Planning and Development Date: January 6, 2025

Approved by: Whitney Smithers
General Manager of Municipal Infrastructure Date: January 16, 2025

Approved by: Sally Caudill
Chief Administrative Officer Date: January 28, 2025

RFD Submitted
February 4, 2025



BYLAW 2025-02

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AMEND BOW VALLEY TRAIL AREA REDEVELOPMENT PLAN BYLAW 11-2012

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 “Bow Valley Trail Area Redevelopment Plan Bylaw Amendment 2025-02 – Removal of Tourist Homes.”

INTERPRETATION

- 2 Words defined in Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012 is amended by this bylaw.
- 4 Section 5.1.1 is amended
 - a) in the title, by striking out “and Tourist Homes”,
 - b) in the section preamble, by striking out “or Tourist Homes”, and
 - c) by striking out the unnumbered section following subsection 6.
- 5 Section 5.1.3 is amended by striking out “tourist home” and “or tourist home”.
- 6 Section 6.1.3 subsection 15 is amended by striking out “and Tourist Homes”.
- 7 Section 6.2.3, subsection 1 in the second instance of subsections, is amended by striking out “and Tourist Homes”.

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:

PUBLIC HEARING:

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Manager, Municipal Clerk's Office

Date

RFD Submitted
February 4, 2025

Bylaw approved by: _____



BYLAW 11-2012

BOW VALLEY TRAIL AREA REDEVELOPMENT PLAN

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

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

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

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

1: TITLE

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

2: INTERPRETATION

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

3: PROVISIONS

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

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

4: ENACTMENT/TRANSITION

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

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

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

Bow Valley Trail Area Redevelopment Plan Bylaw 11-2012

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

FIRST READING: September 18, 2012
SECOND READING: December 4, 2012
THIRD READING: January 15, 2013

Approved on behalf of the Town of Canmore:

John Borrowman, Mayor

January 21, 2013
Date

Cheryl Hyde, Municipal Clerk

January 21, 2013
Date

RFD Submitted
February 4, 2025

Bylaw approved by: _____

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

OFFICE CONSOLIDATION

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

RFD Submitted
February 4, 2025

Bylaw approved by: _____

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



Bylaw approved by: _____

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1.0 Intent of the Plan

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

2.0 Vision

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

The Bow Valley Trail Area:

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

3.0 How this Plan was Developed

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

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



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

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

3.1 Guiding Principles for the Development of the Plan

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

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

3.2 Acknowledgements

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

4.0 Organization of the Plan

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

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

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

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

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

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

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

5.0 Area-Wide Policies

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

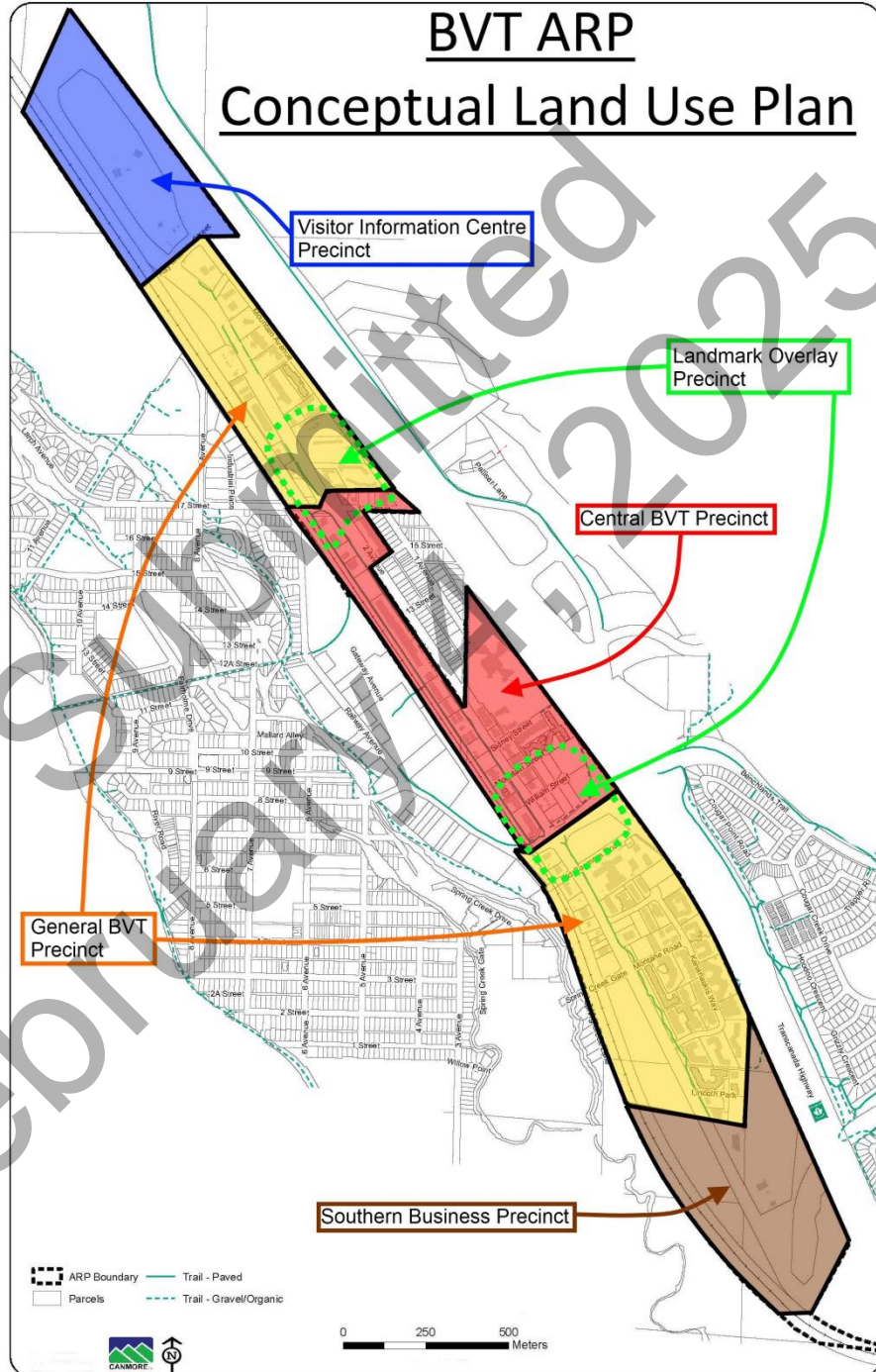


Figure 1: Conceptual Land Use Plan

5.1 Residential Uses within the BVT Area

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

5.1.1 General Residential Uses ~~and Tourist Homes~~

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

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

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

5.1.2 Perpetually Affordable Housing (PAH)

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

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

5.1.3 Employee Housing

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

5.1.3.1 Consistency with Town-Wide Employee Housing Policy

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

5.1.3.2 Dispersal of Employee Housing Units

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

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

5.1.3.3 Employee Housing Regulations

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

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

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

5.2 Conversion of Existing Visitor Accommodation Units

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

5.2.1 Conversion Criteria

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

5.2.2 Annual Conversion Limits

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

5.2.3 Modifications to the Visitor Accommodation Definition

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

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

5.3 Signage Regulations

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

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

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

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

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

5.3.1.1 Location

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

5.3.1.2 Design

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

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

5.3.1.3 Additional Regulations

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

5.3.1.4 Decisions and Appeals

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

5.3.2 General Wayfinding Signage

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

5.3.3 Offsite Signage

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

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

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

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

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

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

5.4 Branding the Bow Valley Trail Area

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

5.4.1 Branding Exercise

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

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

5.4.2 Consistent Naming

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

5.5 Vacant Lot Standards

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

5.5.1 Regulations

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

5.5.2 Vacant Site Beautification

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

5.6 Infrastructure

5.6.1 Water

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

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

5.6.2 Sanitary Services

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

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

5.6.3 Storm Water

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

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

5.6.4 Roads and Trails

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

5.6.5 Future Potential Expropriations

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

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

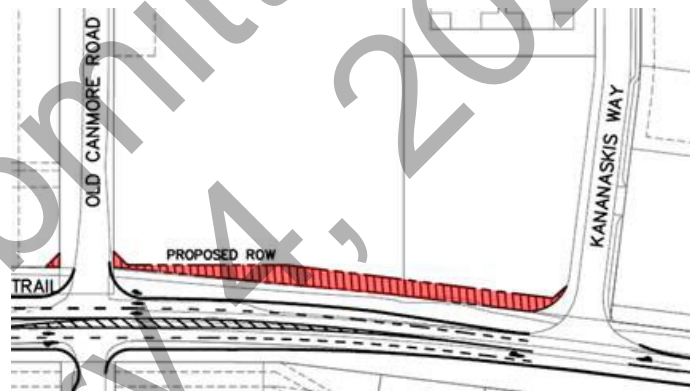


Figure 2: Future Potential Expropriation

5.7 Funding Philosophy for Improvements

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

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

6.0 BVT Precinct Specific Policies

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

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

The conceptual land use plan includes four precincts:

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

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

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

6.1 Central BVT Precinct

6.1.1 Purpose

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

6.1.2 Objective

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

6.1.3 Land Uses

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

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

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

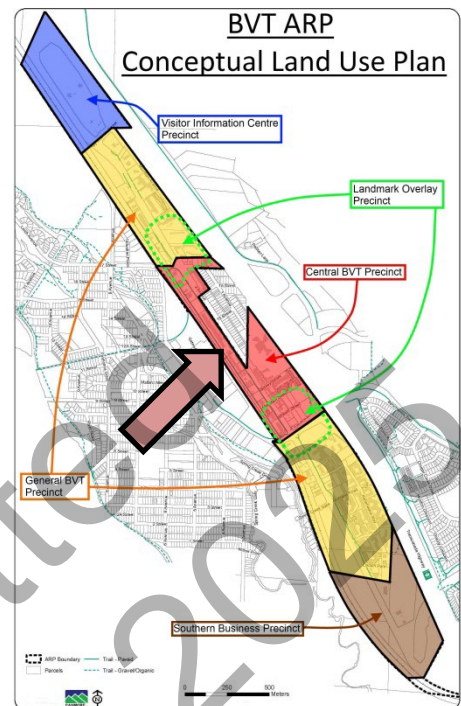


Figure 3: Central BVT Precinct

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

6.1.3.1 Retail Uses

1. General Retail

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

2. Visitor Oriented Retail

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

3. Retail Associated with other uses

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

6.1.4 Development Standards

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

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

6.1.4.1 Efficient Use of Land

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

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

6.1.4.2 Community Architectural and Urban Design Standards

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

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

6.2 General BVT Precinct

6.2.1 Purpose

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

6.2.2 Objective

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

6.2.3 Land Uses

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

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

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

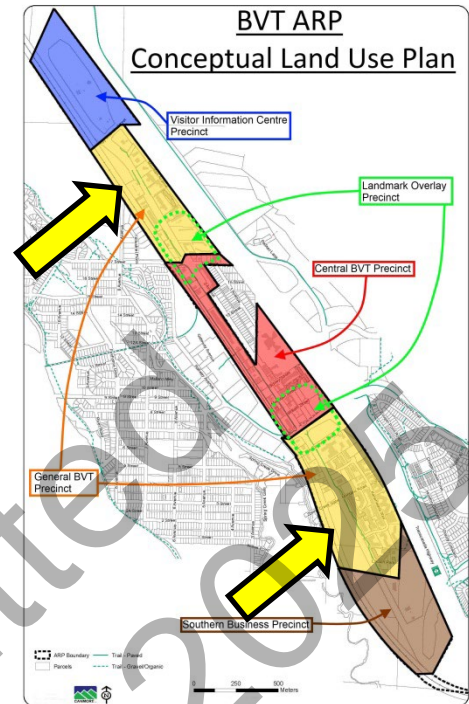


Figure 4: General BVT Precinct

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

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

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

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

6.2.3.1 Retail Uses

1. General Retail

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

2. Visitor Oriented Retail

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

3. Retail Associated with Other Uses

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

6.2.4 Development Standards

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

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

6.2.4.1 Efficient Use of Land

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

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

6.2.4.2 Community Architectural and Urban Design Standards

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

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

6.3 Visitor Information Centre Precinct

6.3.1 Purpose

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

6.3.2 Objective

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

6.3.3 Land Uses

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

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

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

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

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

6.3.4 Development Standards

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

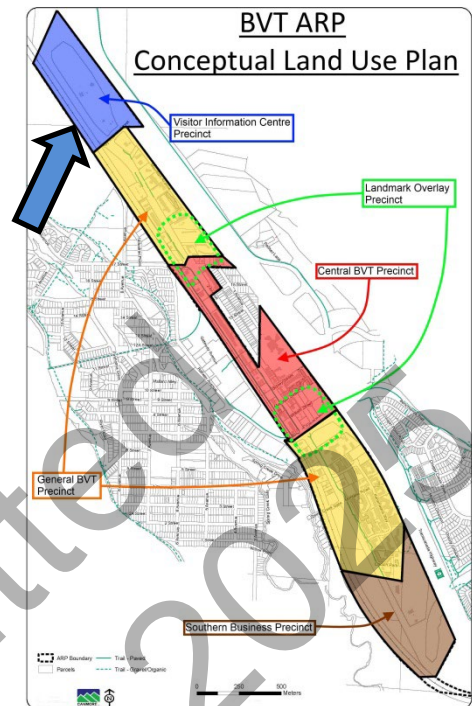


Figure 5: Visitor Information Centre Precinct

6.3.4.1 Architectural Controls

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

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

RFD Submitted
February 4, 2025

6.4 Southern Business Precinct

6.4.1 Purpose

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

6.4.2 Objective

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

6.4.3 Land Uses

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

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

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

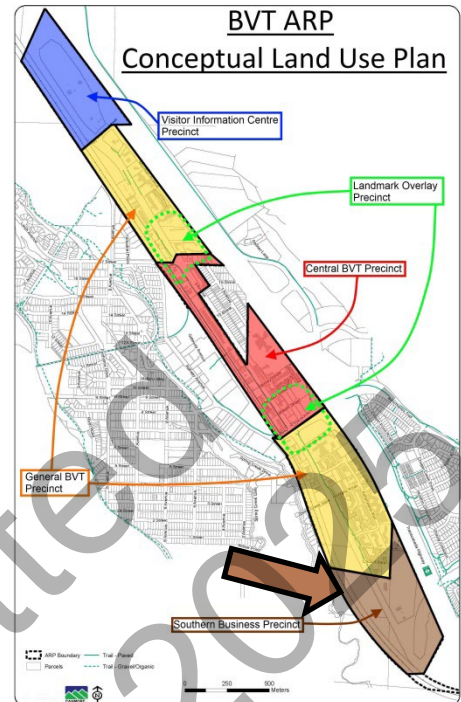


Figure 6: Southern Precinct

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

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

6.4.4 Primacy of Light Manufacturing Uses

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

6.4.5 Development Standards

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

6.4.5.1 Architectural Controls

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

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

6.4.5.2 Outdoor Storage

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

6.4.5.3 Retail Use Exceptions

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



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

6.5 Landmark Overlay Areas

6.5.1 Purpose

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

6.5.2 Objective

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

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

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

6.5.3 Process

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

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

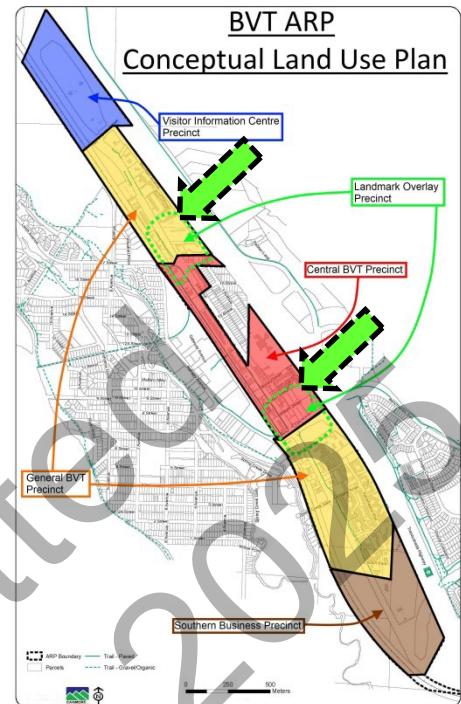


Figure 8: Landmark Overlay Areas

7.0 Conceptual Street Design

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

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



Figure 9: Conceptual Rendering of BVT in the Future

7.1 Common Objectives for the Future Bow Valley Trail

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



Figure 10: Common Streetscape Features

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

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

7.1.2 Wayfinding/Signage for Pedestrians and Vehicles

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

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

7.1.3 Minimize the Grade Separation between the Road and Pathways

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

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

7.1.4 Connections with Other Trails

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

7.1.5 Additional Pedestrian Railway Crossings

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

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

7.1.6 Consistent Street Furniture

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

7.1.7 Pedestrian Improvements at Major Intersections

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

Examples of important crossings include:

1. Benchlands Trail intersection
2. Hospital Place crossing

7.1.8 Clear Connections made to Pedestrian Railway Crossings

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

7.1.9 Improved Pedestrian Lighting

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

7.1.10 Small Parks

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

7.1.11 Gateway Features

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

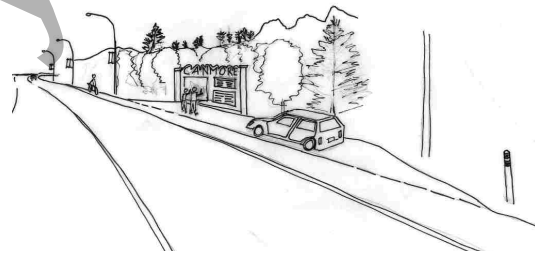


Figure 11: Gateway Features

7.1.12 Transit Stops

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

7.1.13 Roundabouts

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

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

7.1.14 Focus Pedestrian Improvements along the Bow Valley Trail

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

7.2 Conceptual Streetscape: 17th to Benchlands

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

7.2.1 Components

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

7.2.1.1 Traffic Calming

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

7.2.1.2 Three Lanes

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

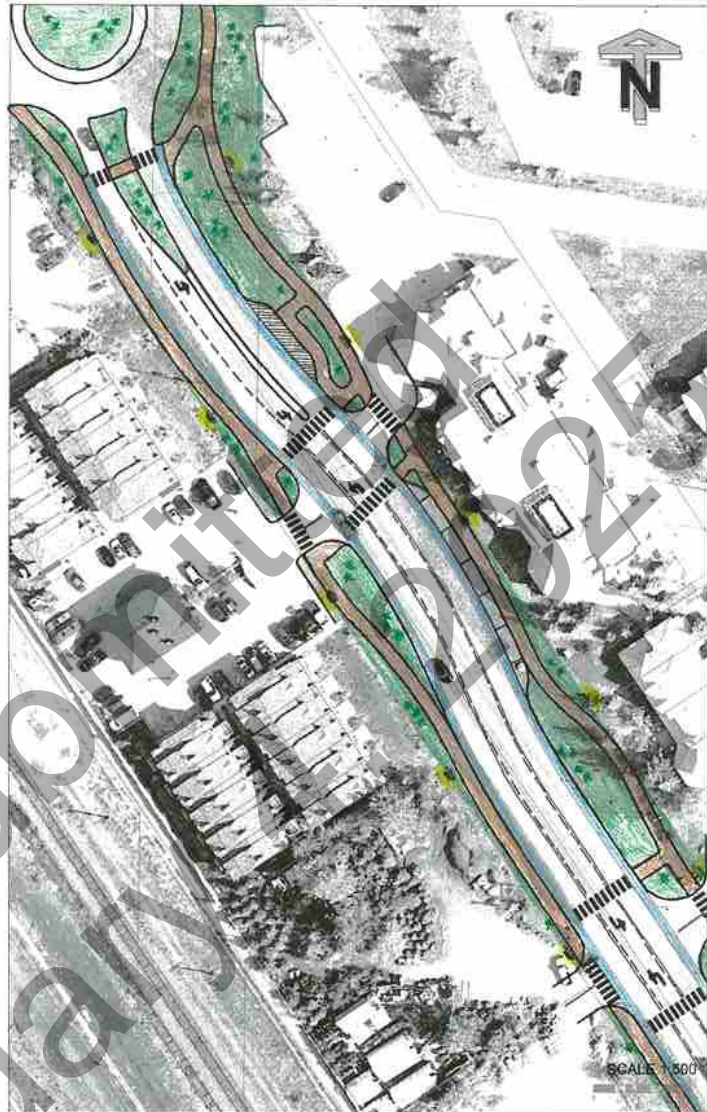


Figure 12: Conceptual Streetscape: 17th to Benchlands

7.2.1.3 Improved Pedestrian Crossings

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

Signalized Crossings:

1. Hospital Place
2. Kananaskis Way (North)

Crosswalks:

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

7.2.1.4 Transit

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

7.2.1.5 Limited Parallel Parking

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

7.2.1.6 Landscaping and Lighting

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

7.2.1.7 Bike Lanes

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



Figure 13: 17th to Benchlands Conceptual Cross Section

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

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

7.3.1 Components

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

7.3.1.1 Limited Road Widening

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

7.3.1.2 Bike Lanes

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

7.3.1.3 Transit

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



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

7.3.1.4 Multi-Use paths

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

7.3.1.5 Intercept Parking

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

7.3.1.6 Gateway Features

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

RFD Submitted
February 4, 2025

8.0 Implementation of the Area Redevelopment Plan (ARP)

8.1 Land Use Bylaw Amendment

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

8.2 Capital Planning

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

8.2.1 Five-Year Capital Plan

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

8.2.2 Ten- Year Capital Plan

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

8.3 Operational Planning and Maintenance

8.3.1 Plowing and Landscaping

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

8.3.2 Bylaw Enforcement

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

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

8.4 Short-Term Streetscape Action Plan

8.4.1 Continuous Pedestrian Pathway

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

8.4.2 Wayfinding

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

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

8.4.3 Pedestrian Crossings

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

8.4.4 Landscaping

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

8.4.5 Branding

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

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

8.4.6 Gateway and Appearance

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

Town Entrance Gateways:

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

Downtown Entrance Gateways:

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

8.4.7 Roundabout

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

8.5 Health and Wellness Development

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

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

9.0 Monitoring

9.1 Bow Valley Trail Committee

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

9.1.1 Composition of the Committee

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

9.1.2 Purpose of this Committee

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

9.1.3 Committee Reporting

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

BVT ARP Appendix

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

Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

RFD Submitted
February 4, 2025



BYLAW 2025-03

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AMEND TEEPEE TOWN AREA REDEVELOPMENT PLAN BYLAW 2020-07

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 “Teepee Town Area Redevelopment Plan Bylaw Amendment 2025-03 – Removal of Tourist Homes.”

INTERPRETATION

- 2 Words defined in Teepee Town Area Redevelopment Plan Bylaw 2020-07 shall have the same meaning when used in this bylaw.

PROVISIONS

- 3 Teepee Town Area Redevelopment Plan Bylaw 2020-07 is amended by this bylaw.
- 4 The fourth paragraph of section 3.1 is amended by striking out “tourist homes and”.
- 5 Policy 2 of section 4.1.5 is amended by striking out “Tourist homes,”.

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 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
 Manager, Municipal Clerk’s Office

 Date

RFD Submitted
February 4, 2025

Bylaw approved by: _____

Page 2 of 2



BYLAW 2020-07

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

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

TITLE

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

PROVISIONS

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

ENACTMENT/TRANSITION

- 3. If any clause in this bylaw is found to be invalid, it shall be severed from the remainder of the bylaw and shall not invalidate the whole bylaw.
- 4. Schedule A forms part of this bylaw.
- 5. Bylaw 25-2004 and all its amending bylaws are repealed.
- 6. This bylaw comes into force on the date it is passed.

FIRST READING: May 5, 2020

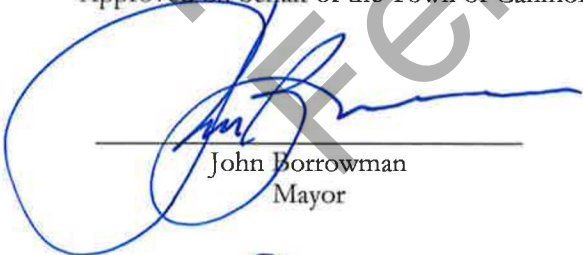
PUBLIC HEARING: June 2, 2020

SECOND READING: June 9, 2020

THIRD READING: June 9, 2020

DATE IN FORCE: July 27, 2020

Approved on behalf of the Town of Canmore:



 John Borrowman
 Mayor



 Date



 Sara Jones
 Executive Assistant



 Date

Teepee Town Area Redevelopment Plan



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1 Introduction

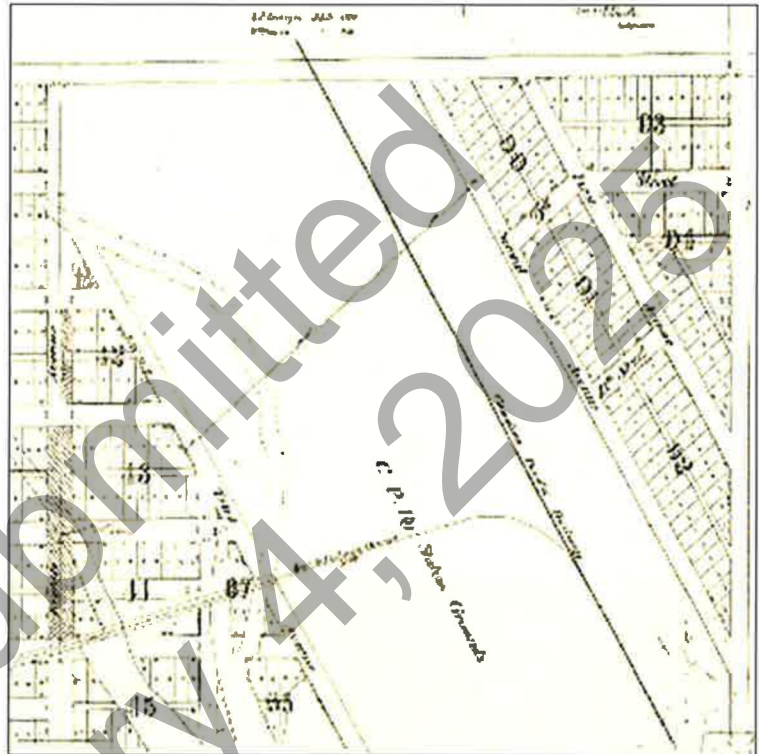
1.1 Acknowledgment

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

1.2 Plan Area History and Location

History of Teepee Town

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



Map 1: 1892 Canmore Survey

Current Land Use and Development

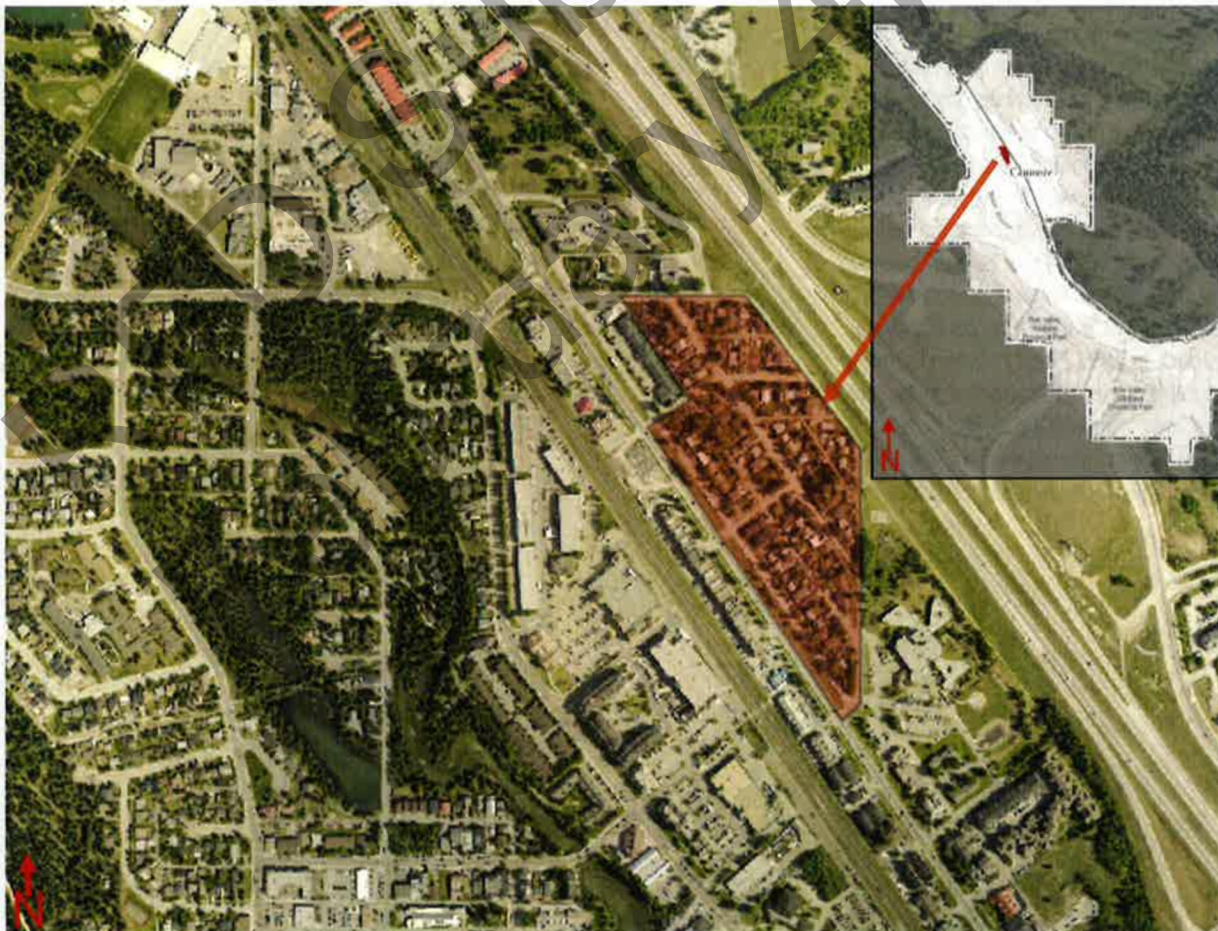
Given the aging housing stock and prime location in Canmore, redevelopment pressures in Teepee Town instigated the preparation of an Area Redevelopment Plan in 2005. While the vision for redevelopment in Teepee Town remains generally unchanged, updates to the Teepee Town ARP and Land Use Bylaw districts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

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

Location

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

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



Map 2: Plan Area and Regional Context

1.3 Plan Purpose

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

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

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



1.4 Policy Framework

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

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

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

1.5 Technical Studies

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

These studies include:

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

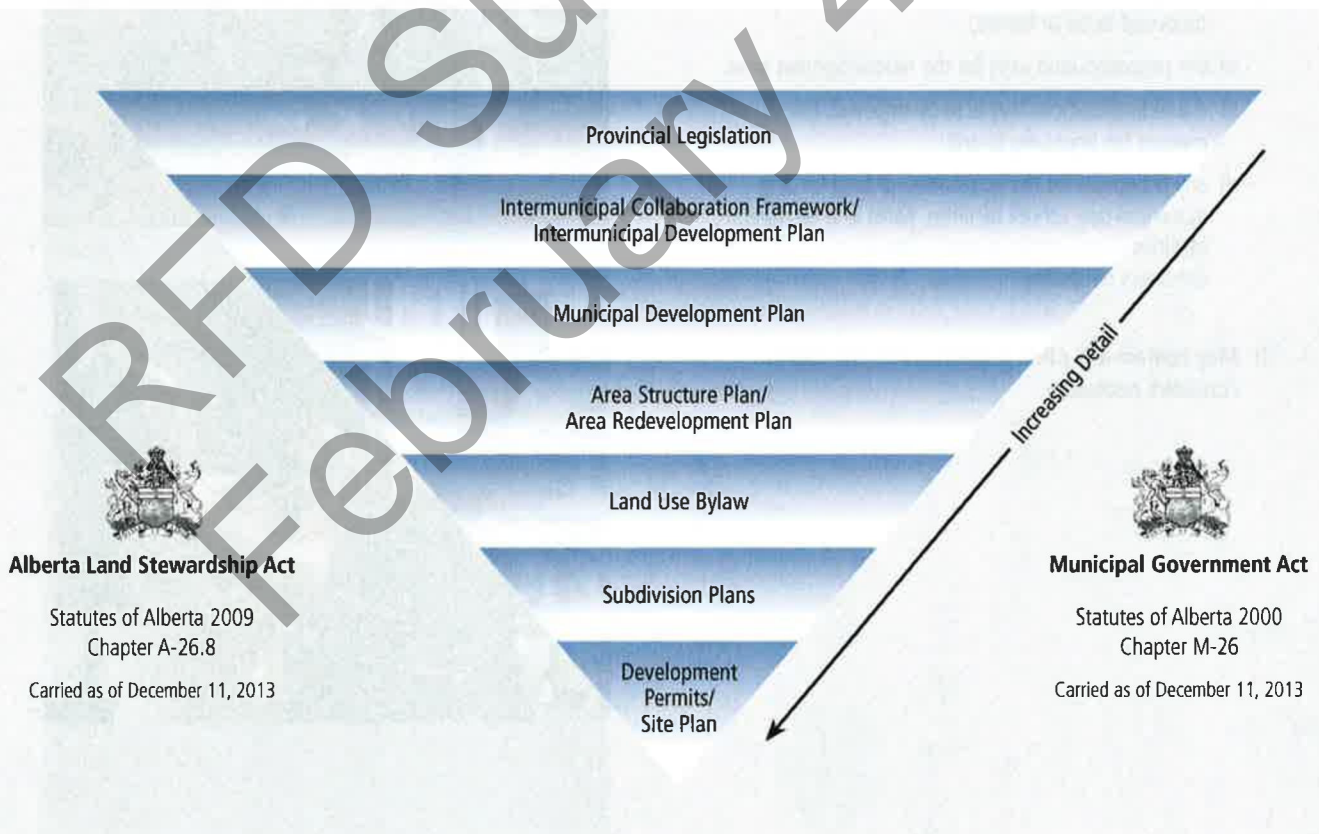


Figure 1: Where does the Area Redevelopment Plan fit in the "planning hierarchy"?

2 Vision and Goals

2.1 Vision

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



2.2 Goals

Housing Choice

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



Neighbourhood Greenery

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



Neighbourhood Character

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



Pedestrian Focused Design

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



Small-Scale Commercial

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



3 Land Use Concept

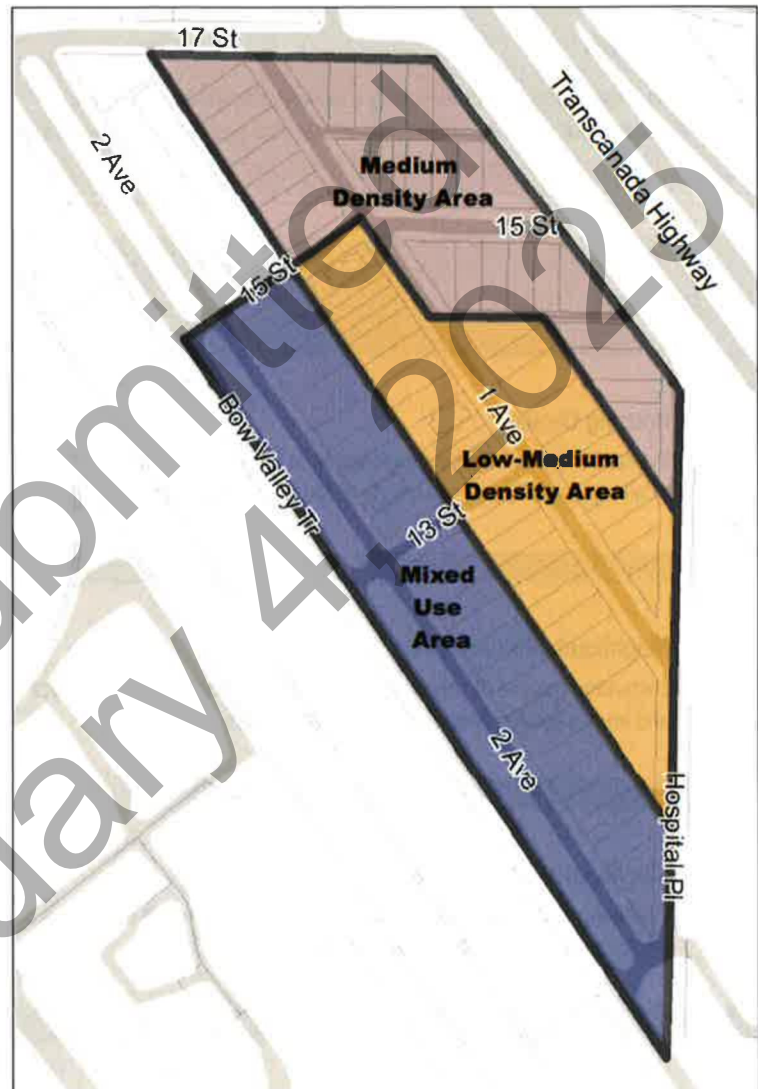
3.1 Land Use Concept

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

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

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

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



Map 3: Land Use Concept

4 Policies

4.1 Land Use Areas

4.1.1 Objectives for Residential Areas

Housing Choice

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



Neighbourhood Greenery

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



Neighbourhood Character

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



Pedestrian Focused Design

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



4.1 Land Use Areas

4.1.2 Low - Medium Density Area

Intent

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

Supported Built Forms

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

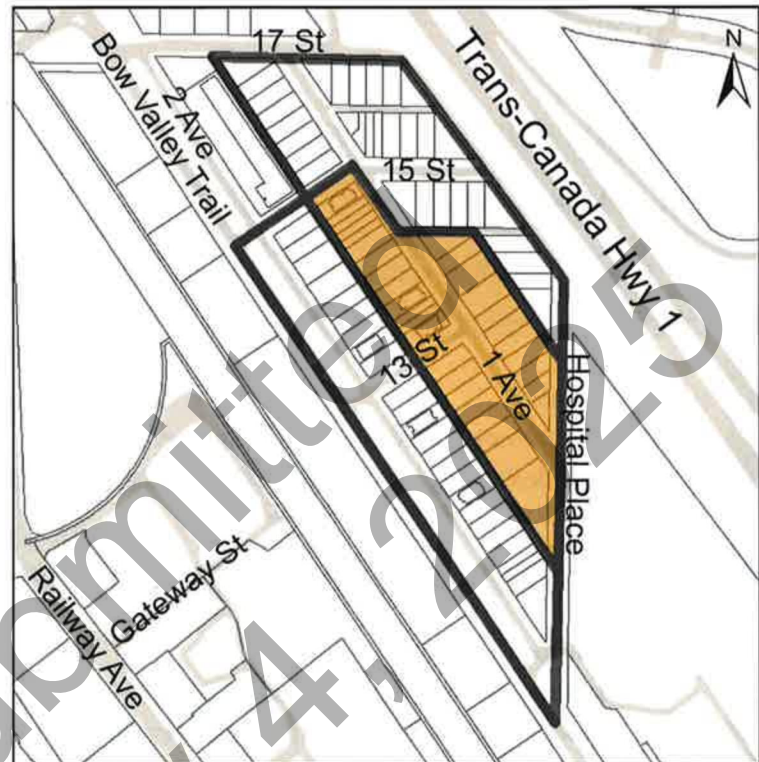
Policies

Uses

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

Site Design

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



Low-Medium Density Area

Building Design

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

4.1 Land Use Areas

4.1.3 Medium Density Area

Intent

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

Supported Built Forms

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

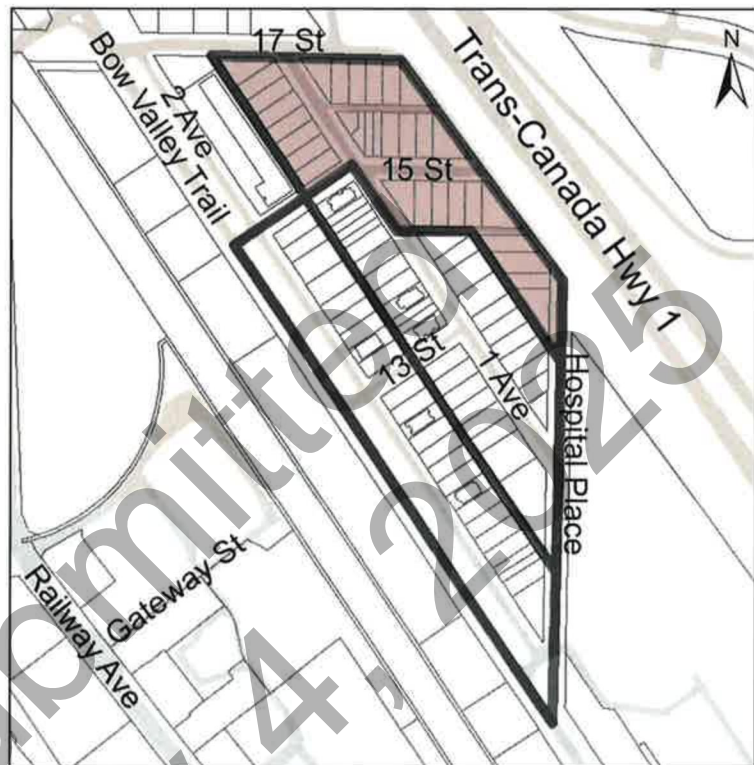
Policies

Uses

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

Site Design

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



Medium Density Area

Building Design

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

4.1 Land Use Areas

4.1.4 Objectives for Mixed Use Areas

Small Scale Commercial

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



Neighbourhood Greenery

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



Neighbourhood Character

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



Pedestrian Focused Design

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



Housing Choice

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



4.1 Land Use Areas

4.1.5 Mixed Use Area

Intent

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

Supported Built Forms

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

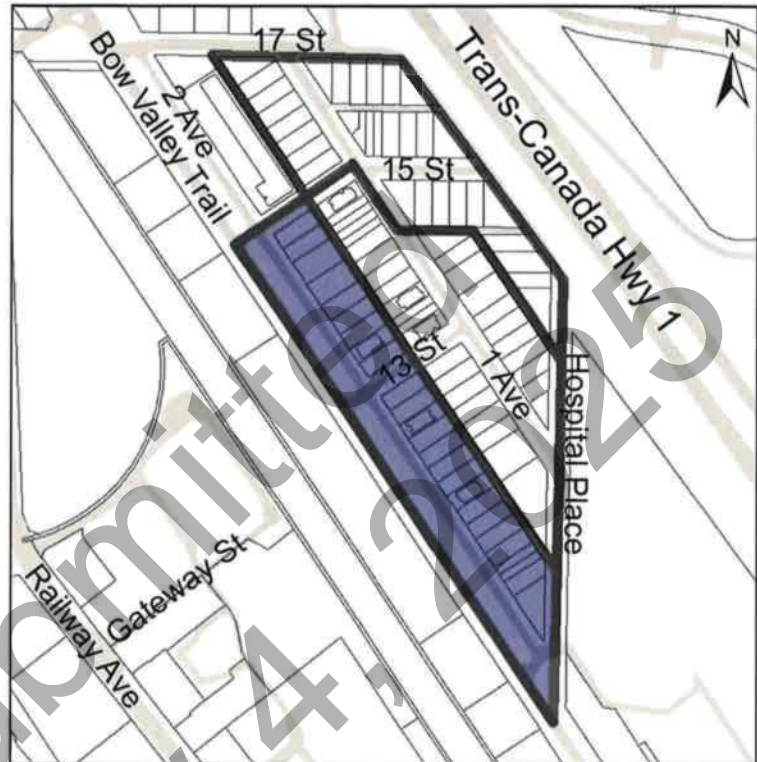
Policies

Uses

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

Site Design

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



Mixed Use Area

Building Design

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

4.2 Civic Infrastructure

4.2.1 Mobility

Intent

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

Objectives

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

Policies

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



4.2 Civic Infrastructure

4.2.1 Mobility

Policies

4. Pedestrian connectivity should be improved to and within the neighbourhood, connecting to the 10th Street pedestrian crossing of the CP Rail tracks to the Gateway and Town Centre areas.
5. The Town should consider modifications to the intersection of 17th Street and Bow Valley Trail, to allow for better egress from Teepee Town and to reduce traffic short cutting through the area.

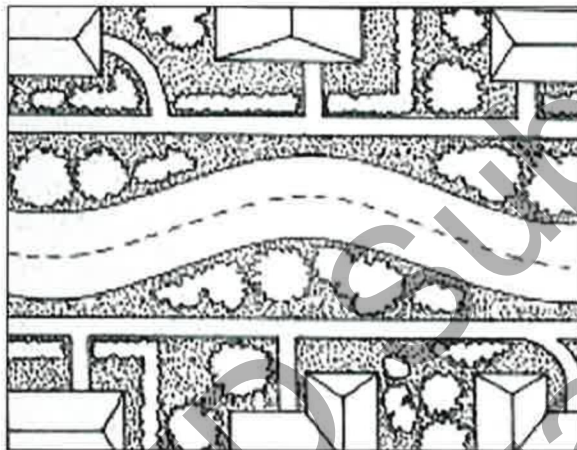


Figure 2: Possible Chicane Design

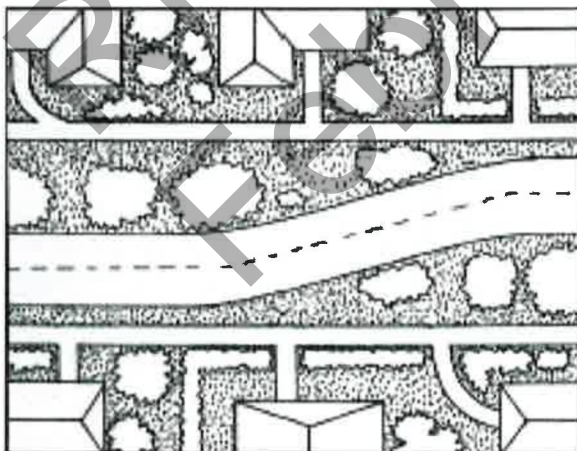


Figure 3: Possible Chicane Design

6. Traffic calming devices should be utilized throughout the community to reduce traffic speeds, discourage short cutting through the area, and to enhance pedestrian movements. Elements may include such features as:
 - a. Chicanes (a chicane changes a street's path from straight to serpentine and are curb extensions that alternate from one side of the street to the other, forming S-shaped curves (see Figures 2 and 3).
 - b. Curb extensions.
 - c. Narrower streets, designed in accordance with the ITP.
 - d. Speed humps, tables or raised cross-walks.

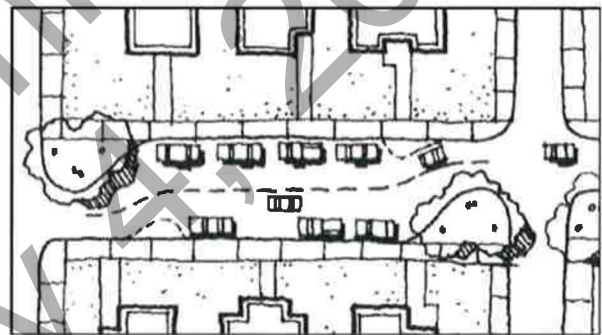


Figure 4: Possible Traffic Calming Arrangement

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

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

4.2 Civic Infrastructure

4.2.2 Utilities

Intent

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

Policies

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



4.2.3 Open Space and Community Garden

Intent

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

Policies

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



5 Implementation, Amendments and Monitoring

5.1 Plan Implementation

Intent

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

Policies

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

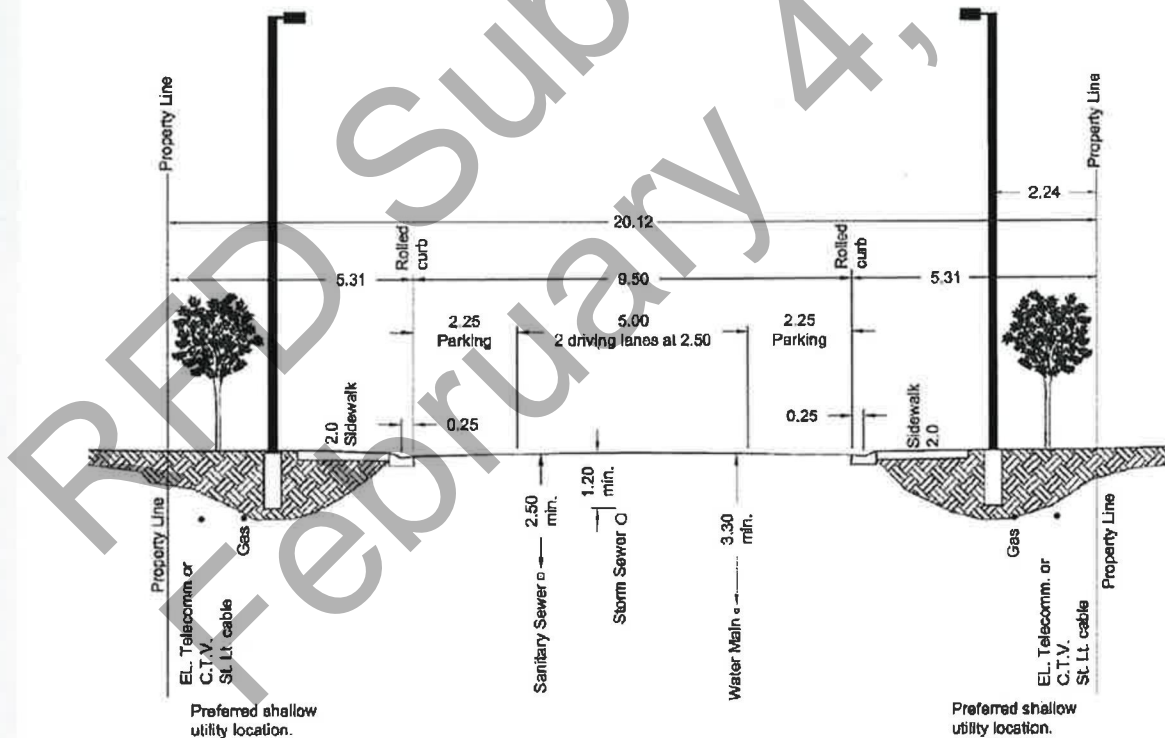


Figure 5: Parallel Parking Road Cross Section (as shown in the 2004 ARP)

5.1 Plan Implementation

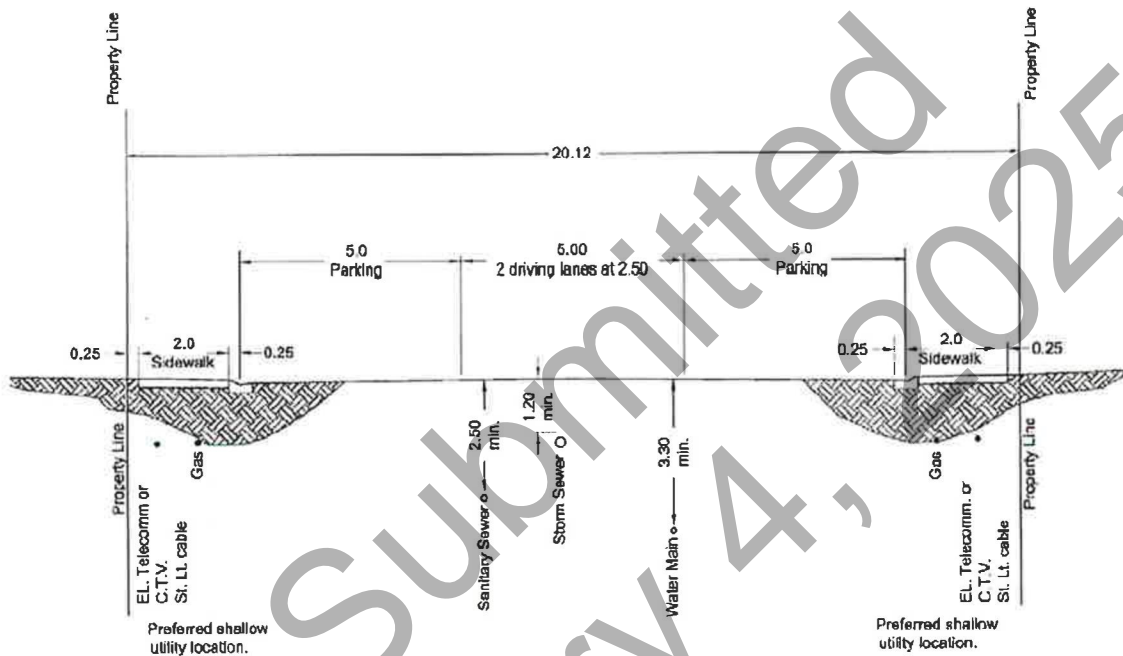


Figure 6: Angle Parking Road Cross Section (as shown in the 2004 ARP)

Policies

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

5.2 Plan Amendments

Policies

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

5.3 Monitoring

Policies

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

RFD Submitted
February 4, 2025



Town of Canmore
Planning and Development Department
902 - 7th Avenue
Canmore, Alberta T1W 3K1
canmore.ca





BYLAW 2025-04

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 “Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes.”

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 3.18.4.2 is amended by striking out “Tourist Home”.
- 5 Section 3.18.4.21 is amended by striking out “or Tourist Homes, and” and “Tourist Homes and”.
- 6 Section 3.18.4.22 is repealed.
- 7 Section 4.1.2 is amended by striking out “Tourist Home”.
- 8 Sections 4.1.44, 4.1.4.5, 4.1.4.6, 4.1.4.7, and 4.1.4.8 are repealed.
- 9 Section 4.2.2 is amended by striking out “Tourist Home”.
- 10 Section 4.2.4.1 is amended by striking out “and Tourist Home units”.
- 11 Sections 4.2.4.4, 4.2.4.5, 4.2.4.6, 4.2.4.7, and 4.4.4.8 are repealed.
- 12 Section 4.3.2 is amended by striking out “Tourist Home [2021-24]”.
- 13 Sections 4.3.4.6, 4.3.4.7, 4.3.4.8, 4.3.4.9, and 4.3.4.10 are repealed.
- 14 Section 4.4.2 is amended by striking out “Tourist Home [2021-24]”.
- 15 Section 4.4.6 is amended by striking out “and Tourist Homes”.
- 16 Section 4.4.6.1 is amended by striking out “and/or Tourist Home”.
- 17 Section 4.4.6.2 is repealed.

Revised Land Use Bylaw Amendment 2025-04 – Removal of Tourist Homes

- 18 Section 4.4.6.3 is amended by striking out “Tourist Home” and “Tourist Home units and”.
- 19 Section 4.4.6.4 is amended by striking out “and/or Tourist Home”.
- 20 Section 4.4.6.5 is amended by striking out “or Tourist Home”.
- 21 Section 4.4.10.2 is amended by striking out “and Tourist Homes,”.
- 22 Section 4.4.12.1 subsection c. is amended by striking out “or Tourist Homes”.
- 23 Section 4.5.2 is amended by striking out “Tourist Home”.
- 24 Section 4.5.4.8 is amended by striking out “, including Tourist Home units”.
- 25 Section 4.5.4.10 is amended by striking out “Tourist Home or”.
- 26 Section 4.5.4.11 is repealed.
- 27 Section 4.5.4.12 is amended by striking out “Tourist Home and”.
- 28 Section 4.5.4.13 is amended by striking out “Tourist Home units and other”.
- 29 Section 4.5.4.14 is amended by striking out “Tourist Home or other”.
- 30 Section 4.5.8.4 is amended by striking out “and Tourist Home”.
- 31 Section 4.6.2 is amended by striking out “Tourist Home”.
- 32 Section 4.6.4.10 is amended by striking out “or Tourist Home”.
- 33 Section 4.6.4.11 is amended by striking out “, including Tourist Home units”.
- 34 Section 4.6.4.13 is amended by striking out “Tourist Home or other”.
- 35 Section 4.6.4.14 is repealed.
- 36 Section 4.6.4.15 is amended by striking out “Tourist Home and”.
- 37 Section 4.6.4.16 is amended by striking out “Tourist Home units and other”.
- 38 Section 4.6.4.17 is amended by striking out “Tourist Home or other”.
- 39 Section 4.6.7.2 is amended by striking out “and Tourist Home”.
- 40 Section 14.24.3 is amended by striking out “Tourist Homes”.

Bylaw approved by: _____

Page 2 of 3

41 Section 14.24.6 is amended by striking out “and Tourist Homes”.

42 Section 14.24.6 subsection d. is repealed.

43 Section 14.32.4 is amended by striking out “Tourist Home”.

44 Section 14.32.8.2 is amended by striking out “and tourist homes”.

ENACTMENT/TRANSITION

45 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.

46 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
Manager, Municipal Clerk’s Office

Date

Bylaw approved by: _____

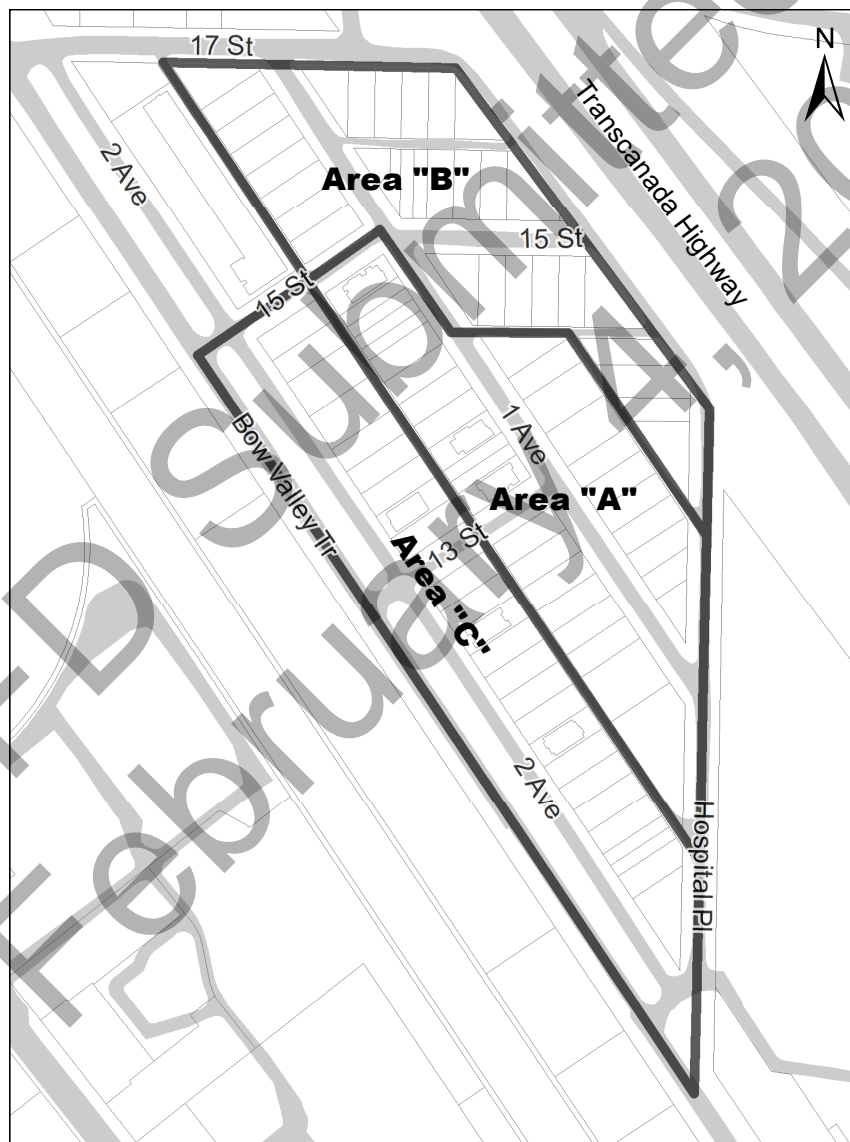
03 RESIDENTIAL LAND USE DISTRICTS

3.18 TPT-CR TEEPEE TOWN COMPREHENSIVE REDEVELOPMENT DISTRICT**3.18.1 Purpose**

To allow for the residential and mixed-use redevelopment of the Teepee Town area, in accordance with the Teepee Town Area Redevelopment Plan.

This district is divided into three sub-districts, A through C, as shown in Figure 1. The uses and development standards of each sub-district have been tailored to implement the area specific policies of each sub-district as noted in the Teepee Town Area Redevelopment Plan.

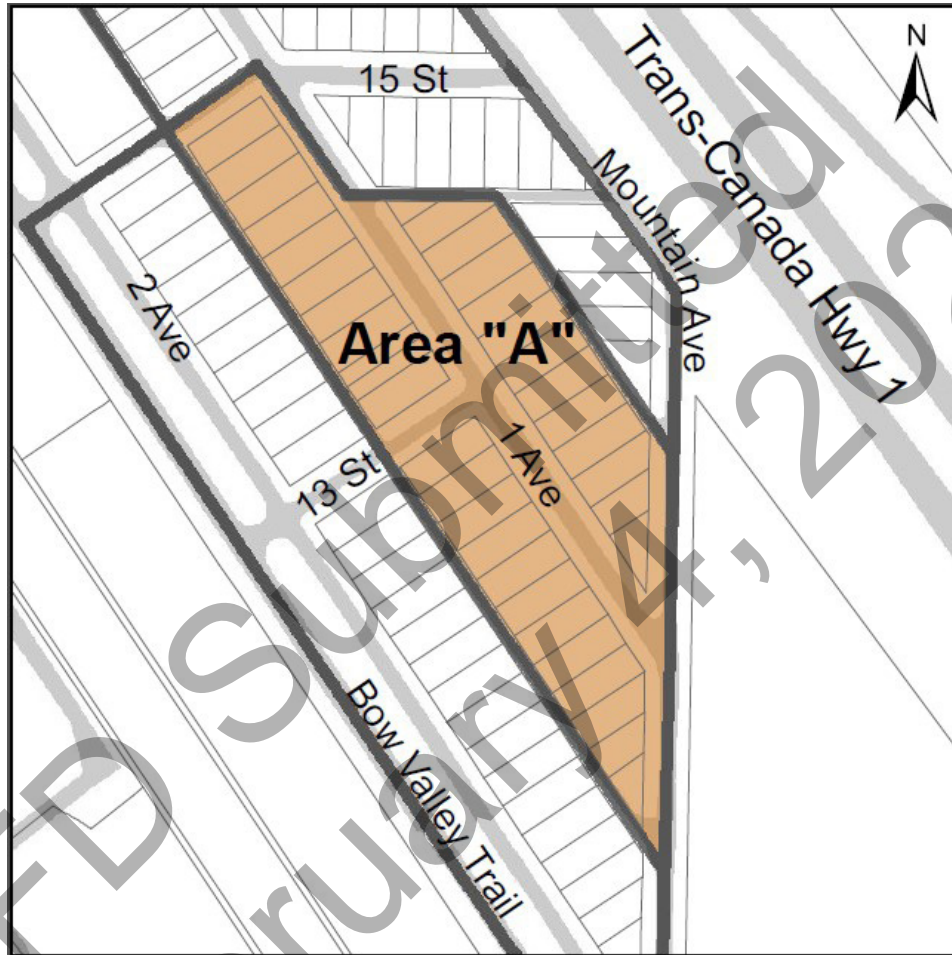
Figure 3.18-1 Map of TPT – CR Sub Areas/Districts



3.18.2 Sub-District A

3.18.2.1 Purpose

The purpose of this district is to provide for residential development at low to medium densities that may include accessory dwelling units and other compatible residential neighbourhood uses



3.18.2.2 Permitted Uses

Accessory Building
Accessory Dwelling Unit, Attached
Accessory Dwelling Unit, Detached
Duplex Dwelling
Home Occupation – Class 1
Open Space
Public Utility
Townhouse
Townhouse, Stacked

3.18.2.3 Discretionary Uses

03 RESIDENTIAL LAND USE DISTRICTS

Bed and Breakfast associated with Detached Dwelling
Care Facility
Common Amenity Housing
Cultural Establishment
Day Care
Home Occupation – Class 2
Public Building

- 3.18.2.4 The maximum lot width for a Duplex unit shall be 8.0 m. Where existing lots within this District are subdivided for the purposes of facilitating a Duplex development, the Subdivision Approval Authority may vary the maximum lot width, where the resulting lots exceed 8.0 m in width.
- 3.18.2.5 The minimum front yard setback shall be 4.0 m.
- 3.18.2.6 The minimum side yard setback shall be 1.5 m, except on the street side of a corner site where it shall be 3.0 m. Where a common party wall has been constructed on a property line, the side yard setback shall be 0.0m. **[2023-18]**
- 3.18.2.7 The minimum rear yard setback shall be 7.5 m.
- 3.18.2.8 Any portions of the building above the designated eaveline height shall step back as follows:
- a. Front and rear facing facades: a minimum of 1 m from the building façade below.
- 3.18.2.9 The maximum building height shall be 9.5 m, not exceeding 7.0 m at any eaveline.
- 3.18.2.10 The maximum site coverage is 43%.
- 3.18.2.11 The maximum building height and site coverage may be increased as shown in Table 3.18.2-1. The building height increase cannot be combined with the building height increase as allowed pursuant to Section 8.4.2.3.

Unit Type	Increase Criteria	Maximum Site Coverage	Maximum Building Height
Common Amenity Housing	None	51%	10 m, not exceeding 7.5 m at any eaveline
Duplex	Two Accessory Dwelling Units	51%	10 m, not exceeding 7.5 m at any eaveline
Townhouse and Townhouse, Stacked	One Accessory Dwelling Unit	51%	10 m, not exceeding 7.5 m at any eaveline

- 3.18.2.12 The maximum density shall be 66 units per hectare. Up to two Attached Accessory Dwelling Units shall be excluded from this maximum.
- 3.18.2.13 A minimum of 40% of the site area shall be landscaped in accordance with Section 11, Community Architectural and Urban Design Standards.
- 3.18.2.14 Where a mature tree with a caliper equal to or greater than 0.3 m is preserved, the number of

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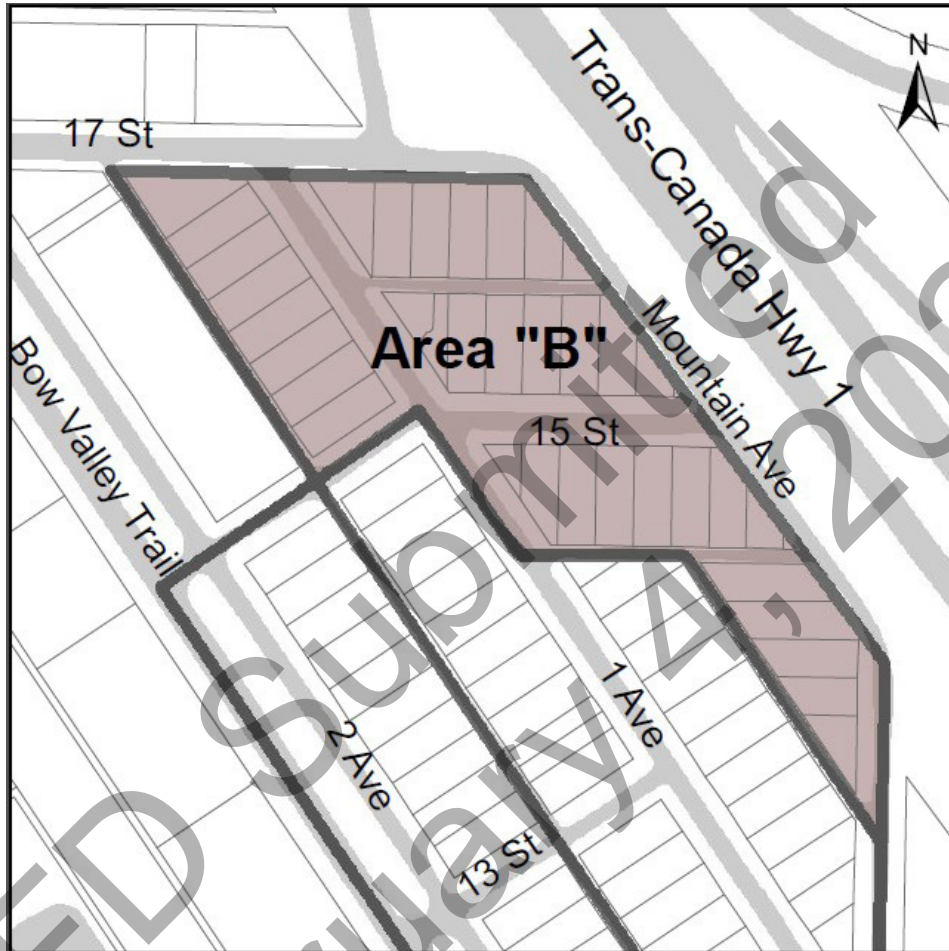
new trees required with new development shall be reduced by a ratio of one preserved tree to two new trees.

- 3.18.2.15 Private outdoor amenity or yard space for multi-unit residential shall be in accordance with Section 8.7. Notwithstanding Section 8.7.0.2c, the minimum area for an amenity or yard space shall be 20 m² with a minimum horizontal dimension of 3.0 m (when averaged for all units in the project). More than one area can count towards the minimum requirement for an amenity or yard space for each unit at the discretion of the Development Authority.
- 3.18.2.16 Notwithstanding Section 8.4.2.1a, when an Accessory Dwelling Unit, Attached is provided in a Townhouse or Townhouse, Stacked unit it shall be no larger than 50 m² in Gross Floor Area.
- 3.18.2.17 Notwithstanding Section 2.7.7.1, automobile parking is not required for an Accessory Dwelling Unit for Townhouse and Townhouse, Stacked.
- 3.18.2.18 Parking stalls shall be located in the rear yard and accessed from the rear lane for all uses except Townhouse and Townhouse, Stacked development, which may allow for front parking and driveways and not be considered a variance when:
- a. The materials used for the driveway are of high quality. Asphalt, gravel or similar materials shall not be permitted. Decorative forms of concrete, such as, pavers, stamped, stained, exposed aggregate, dyed, and/or cut concrete may be permitted for use on the driveway and cut concrete may be permitted for use as a border.
 - b. The driveway is bordered in full by a contrasting material or form and colour with a minimum width of 0.3 m and a maximum width of 0.5 m; and
 - c. The width of the driveway, not including the border, does not exceed 2.1 m and at the property line the width conforms to Section 2.3.0.2.
- 3.18.2.19 Contemporary architectural forms are encouraged in this District and are not required to adhere to the requirements for green building initiatives outlined in Section 11.6.2.2 or the roof pitch requirements of Section 11.6.4.1 should the Development Authority be satisfied the development does not unduly impact the access to light and privacy of neighbouring properties.
- 3.18.2.20 In addition to Section 11, new development shall have:
- a. A minimum of two dwelling units facing the street, with unit entrances being clearly identifiable and visible from the street;
 - b. No main entrances facing the side yard, excluding those entrances for Accessory Dwelling Unit, Attached;
 - c. Equal design treatment given to both frontages on a corner lot, with each frontage having at least one dwelling unit facing a street;
 - d. Entrances forming the most prominent part of the front façade of the building; and
 - e. No duplicate, or very similar buildings, adjacent to each other.

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3.18.3 Sub-District B**3.18.3.1 Purpose**

The purpose of this district is to provide for Apartment, Stacked Townhouse and Townhouse development along with other compatible residential neighbourhood uses.

**3.18.3.2 Permitted Uses**

Accessory Building
Accessory Dwelling Unit, Attached
Accessory Dwelling Unit, Detached
Apartment Building
Home Occupation – Class 1
Open Space
Public Utility
Townhouse
Townhouse, Stacked

3.18.3.3 Discretionary Uses

Bed and Breakfast associated with Detached Dwelling

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Common Amenity Housing
Cultural Establishment
Day Care
Employee Housing
Home Occupation – Class 2
Public Building

- 3.18.3.4 The minimum lot width shall be 15.0 m.
- 3.18.3.5 The minimum lot depth shall be 30.0 m.
- 3.18.3.6 The minimum front yard setback shall be 4.0 m.
- 3.18.3.7 The minimum side yard setback shall be 1.5 m, except on the street side of a corner site where it shall be 3.0 m. Where a common party wall has been constructed on a property line, the side yard setback shall be 0.0m. **[2023-18]**
- 3.18.3.8 The minimum rear yard setback shall be 6.0 m.
- 3.18.3.9 Any portions of the building above the designated eaveline height shall step back as follows:
- a. Front and rear facing façades: a minimum of 1.0 m from the building façade below.
- 3.18.3.10 The maximum building height shall be 9.5 m with a maximum eaveline height of 7.0 m.
- 3.18.3.11 The maximum site coverage is 45%.
- 3.18.3.12 The maximum building height and site coverage may be increased as shown in Table 3.18.3-1. This building height increase cannot be combined with the building height increase as allowed pursuant to Section 8.4.2.3.

Unit Type	Increase Criteria	Maximum Site Coverage	Maximum Building Height
Townhouse and Townhouse, Stacked	Minimum of five Dwelling Units or one Attached Accessory Dwelling Unit	51%	10m, not exceeding 7.5 m at any eaveline
Townhouse and Townhouse, Stacked	Minimum of six Dwelling Units or two Attached Accessory Dwelling Units	60%	12m, not exceeding 8.5 m at any eaveline
Common Amenity Housing	None	60%	12m, not exceeding 8.5 m at any eaveline
Apartment	None	60%	12m, not exceeding 9.0 m at any eaveline

- 3.18.3.13 The minimum residential density shall be 66 units per hectare.
- 3.18.3.14 In accordance with Section 11, Community Architectural and Urban Design Standards, the minimum landscaped area shall be:
- a. 40% for Townhouse and Townhouse, Stacked development that does not include six

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Dwelling Units or two Attached Accessory Dwelling Units.

- b. 25% for all other uses.
- 3.18.3.15 Where a mature tree with a caliper equal to or greater than 0.3 m is preserved, the number of new trees required with new development shall be reduced by a ratio of one preserved tree to two new trees.
- 3.18.3.16 Private outdoor amenity or yard space for multi-unit residential shall be in accordance with Section 8.7. Notwithstanding Section 8.7.0.2c, the minimum area for an amenity or yard space shall be 20 m² with a minimum horizontal dimension of 3.0 m (when averaged for all units in the project). More than one area can count towards the minimum requirement for an amenity or yard space for each unit at the discretion of the Development Authority.
- 3.18.3.17 Notwithstanding Section 8.4.2.1a, when an Accessory Dwelling Unit, Attached is provided in a Townhouse or Townhouse, Stacked unit it shall be no larger than 50 m² in Gross Floor Area.
- 3.18.3.18 Parking stalls shall be located in the rear yard and accessed from the rear lane for all uses except Townhouse and Townhouse, Stacked development, which may allow for front parking and driveways and not be considered a variance when:
- a. The materials used for the driveway are of high quality. Asphalt, gravel or similar materials shall not be permitted. Decorative forms of concrete, such as, pavers, stamped, stained, exposed aggregate, dyed, and/or cut concrete may be permitted for use on the driveway and cut concrete may be permitted for use as a border;
 - b. The driveway is bordered in full by a contrasting material or form and colour with a minimum width of 0.3 m and a maximum width of 0.5 m; and
 - c. The width of the driveway, not including the border, does not exceed 2.1 m and at the property line the width conforms with Section 2.3.0.2.
- 3.18.3.19 Notwithstanding Section 2.7,
- a. Visitor automobile parking is not required for Apartments; and
 - b. Automobile parking is not required for an Accessory Dwelling Unit for Townhouse and Townhouse, Stacked.
- 3.18.3.20 Contemporary architectural forms are encouraged in this District and are not required to adhere to the green building initiatives requirements of Section 11.6.2.2 or the roof pitch requirements of Section 11.6.4.1 should the Development Authority be satisfied the development does not unduly impact the access to light and privacy of neighbouring properties.
- 3.18.3.21 In addition to Section 11, new development shall have:
- a. Unit and common entrances, where feasible, that are clearly identifiable and visible from the street;
 - b. Equal design treatment given to both frontages on a corner lot with each frontage, excluding apartment development, having at least one dwelling unit facing a street;
 - c. Entrances forming the most prominent part of the front façade of the building; and

- d. No duplicate, or very similar buildings, adjacent to each other to encourage architectural variety.

3.18.4 Sub-District C

3.18.4.1 Purpose

The purpose of this district is to create a mixed-use area that accommodates a range of residential development at higher densities as well as small scale commercial developments that meet both local and visitor needs.



3.18.4.2 Permitted Uses

Accessory Building
Accessory Dwelling Unit, Attached
Accessory Dwelling Unit, Detached
Arts & Crafts Studio
Dwelling Unit
Eating and Drinking Establishment

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Home Occupation – Class 1

Office

Personal Service Business

Public Utility

Retail Sales

Tourist Home

Townhouse

Townhouse, Stacked

3.18.4.3 Discretionary Uses

Athletic and Recreational Facility, Indoor

Bed & Breakfast associated with Detached Dwelling

Care Facility

Common Amenity Housing

Cultural Establishment

Day Care

Home Occupation – Class 2

Live/Work Studio

Public Building

Sign

Visitor Accommodation

3.18.4.4 The minimum lot width shall be 15.0 m.

3.18.4.5 The maximum lot width for commercial development shall be 31.0 m.

3.18.4.6 The minimum lot depth shall be 30.0 m.

3.18.4.7 The front yard setback shall be a minimum of 2.0 m and a maximum of 4.0m. The maximum front yard setback may be increased to 4.5 m should the adjacent property include a fourplex located more than 5.0 m from the front property line.

3.18.4.8 The minimum side yard setback shall be 1.5 m. Where a common party wall has been constructed on a property line, the side yard setback shall be 0.0m. **[2023-18]**

3.18.4.9 The minimum rear yard setback shall be 7.5 m.

3.18.4.10 Any portions of the building above the designated eaveline height shall step back as follows:

a. Front and rear facing façades: a minimum of 1.0 m from the building façade below.

3.18.4.11 The maximum building height shall be 9.5 m, not exceeding 7.0 m at any eaveline.

3.18.4.12 The maximum site coverage is 43%.

3.18.4.13 The maximum building height and site coverage may be increased as shown in Table 3.18.4-1. This building height increase cannot be combined with the building height increase as allowed pursuant to Section 8.4.2.3.

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Unit Type	Increase Criteria	Maximum Site Coverage	Maximum Building Height
Common Amenity Housing	None	51%	10 m, not exceeding 7.5 m at any eaveline
Commercial or Commercial with Dwelling Units above	None	51%	10 m, not exceeding 7.5 m at any eaveline
Townhouse and Townhouse, Stacked	One Accessory Dwelling Unit	51%	10 m, not exceeding 7.5 m at any eaveline

3.18.4.14 The maximum residential density shall be 66 units per hectare. Up to two Attached Accessory Dwelling Units shall be excluded from this maximum.

Use Specific Regulations

3.18.4.15 Notwithstanding Section 8.4.2.1a, when an Accessory Dwelling Unit, Attached is provided in a Townhouse or Townhouse, Stacked unit it shall be no larger than 50 m² in Gross Floor Area.

3.18.4.16 The maximum GFA for an Eating and Drinking Establishment is 150 m².

3.18.4.17 The maximum GFA for Retail Sales is 150 m².

3.18.4.18 The maximum number of Visitor Accommodation units is 12.

3.18.4.19 The maximum GFA of an Office on the ground floor is 250 m².

3.18.4.20 Commercial uses shall be restricted to the ground floor of the building, with the exception of Office, Personal Service and Visitor Accommodation uses.

3.18.4.21 Dwelling Units, ~~or Tourist Homes, and Offices~~, Personal Services, and Visitor Accommodation, may occupy the same floor above grade; however, ~~Tourist Homes and Dwelling Units~~ shall have separate and distinct common entrances and circulation areas from any commercial component of the building.

~~3.18.4.22 Tourist Home units shall comprise no more than 50% of the residential units within a building with the exception of those properties located at the following legal land descriptions: [2020 29]~~

~~i. Plan 1095F; Block 91; Lots 1, 7, 11, 13, 15, 17 & 19~~

~~ii. Condo Plans 2010302, 20108005, 1412325, 0714579, 0713429 & 1811022~~

~~Where these properties shall be permitted to have 100% of residential units as Tourist Homes.~~

Landscaping Regulations

3.18.4.23 In accordance with Section 11, Community Architectural and Urban Design Standards, the minimum landscaped area shall be 15% of the site area for commercial development or commercial development with Dwelling Units above and 40% for all other uses.

3.18.4.24 Where a mature tree with a caliper equal to or greater than 0.3 m is preserved, the number of

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new trees required with new development shall be reduced by a ratio of one preserved tree to two new trees.

- 3.18.4.25 Private outdoor amenity or yard space for multi-unit residential shall be in accordance with Section 8.7. Notwithstanding Section 8.7.0.2c, the minimum area for an amenity or yard space shall be 20 m² with a minimum horizontal dimension of 3.0 m (when averaged for all units in the project). More than one area can count towards the minimum requirement for an amenity or yard space for each unit at the discretion of the Development Authority.

Design

- 3.18.4.26 Developments shall conform to Section 11: Community Architectural and Urban Design Standards and the regulations of this section. Where there is a conflict between Section 11 and this section, this section shall prevail.
- 3.18.4.27 In addition to Section 3.18.4.25, new residential development shall have:
- a. A minimum of two dwelling units facing the street, with unit entrances being clearly identifiable and visible from the street;
 - b. No main entrances facing the side yard, excluding those entrances for Attached Accessory Dwelling;
 - c. Equal design treatment given to both frontages on a corner lot, with each frontage having at least one dwelling unit facing a street;
 - d. Entrances forming the most prominent part of the front façade of the building; and
 - e. No duplicate, or very similar buildings, adjacent to each other.
- 3.18.4.28 In addition to Section 3.18.4.25, the site design, landscaping and architecture of new commercial development or commercial development with Dwelling Units above shall complement their location within or adjacent to residential neighborhoods.
- 3.18.4.29 Contemporary architectural forms are encouraged in this District and are not required to adhere to the green building initiatives requirements of Section 11.6.2.2 or the roof pitch requirements of Section 11.6.4.1 should the Development Authority be satisfied the development does not unduly impact the access to light and privacy of neighbouring properties.

Parking, Loading, Storage, Waste and Recycling

- 3.18.4.30 Automobile parking stalls shall be located in the rear yard and accessed from the rear lane.
- 3.18.4.31 Notwithstanding Section 2.7.7.1, automobile parking is not required for an Accessory Dwelling Unit within a Townhouse and Townhouse, Stacked unit.
- 3.18.4.32 Garbage containers and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof garbage enclosure if such an enclosure is required to accommodate a Town-approved solid waste management system. Garbage enclosures shall be designed and located to be visually integrated with the site.

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4.1 TC TOWN CENTRE DISTRICT**Purpose**

To provide for a broad range of commercial, entertainment, cultural, and residential uses in mixed-use buildings and to serve as a focal point for community business and civic activities.

4.1.1 Permitted Uses

Amusement Arcade
Apartment Building
Arts and Crafts Studio
Convention Facility
Cultural Establishment
Dwelling Unit (above the ground floor)
Eating and Drinking Establishment
Employee Housing
Entertainment Establishment
Financial Institution
Home Occupation – Class 1
Laundry Facility
Medical Clinic
Open Space
Personal Service Business
Public Building
Public Utility
Retail Sales
Visitor Accommodation

4.1.2 Discretionary Uses

Accessory Building
Administrative/Sales Office
Athletic and Recreational Facility, Indoor
Cannabis Retail Store
Common Amenity Housing
Day Care
Educational Institution
Home Occupation – Class 2
Hostel
Liquor Store
Logging Operation
Office
Printing Establishment
Taxi Stand
Temporary Business
Tourist Home
Transportation Terminal

4.1.3 Regulations

- 4.1.3.1 The minimum site area shall be 300.0 m².
- 4.1.3.2 The minimum site width shall be 7.6 m.
- 4.1.3.3 The maximum FAR shall be 2.0.
- 4.1.3.4 The minimum FAR shall be 1.25.
- 4.1.3.5 The front yard setback shall be 1.0 m, as illustrated in Figure 4.1-1.
- 4.1.3.6 The minimum rear yard setback shall be 5.4 m except for double-frontage lots, where the rear yard setback shall be determined by the Development Authority.
- 4.1.3.7 The minimum side yard setback shall be zero except when adjacent to a residential district, where the setback shall be 1.5 m for portions of the building above the ground floor.
- 4.1.3.8 The maximum building height shall be 11.0 m with a maximum eaveline height of 7.0 m.
- 4.1.3.9 Floor area above the eaveline shall be incorporated into the roof structure and shall step back from the main building face for a minimum of 70% of the elevation.

4.1.4 Use-Specific Regulations

- 4.1.4.1 An Apartment Building development shall feature a ground-floor commercial use with Dwelling Units located above.
- 4.1.4.2 The maximum GFA of a Retail Sales store shall be 500 m².
- 4.1.4.3 Applications for a development with an Office on the ground floor will be evaluated in accordance with the following criteria in determining a proposal's effect on the streetscape:
 - a. At least 66% of the GFA for an Office use shall be located on the second floor of a building;
 - b. If more than 25% of the existing block face on which the proposed development is located does not have Retail Store or Eating and Drinking Establishment uses located at grade, an Office use shall not be located at the ground floor;
 - c. Notwithstanding (a) and (b) above, a development with an Office use located on the ground floor may be approved above under the following circumstances and subject to the Development Authority:
 - i. If the development faces an alley; or
 - ii. If more than 25% of the existing block face on which the proposed development is located is vacant at the time of the application; or
 - iii. If the development proposes a substantial enhancement to the public/private realm adjacent to the building, as determined by the Development Authority.
- ~~4.1.4.4 A Tourist Home shall only be located above the ground floor of a building.~~
- ~~4.1.4.5 A Tourist Home shall have an entrance that is separate and distinct from the entrance to any commercial use in a building.~~

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- ~~4.1.4.6 Dwelling Units that have a Tourist Home designation shall have a separate entrance and circulation area from Dwelling Units that do not have a Tourist Home designation, to the satisfaction of the Development Authority.~~
- ~~4.1.4.7 A Tourist Home may be located on the same floor as commercial uses where there is a physical separation of uses, to the satisfaction of the Development Authority.~~
- ~~4.1.4.8 Parking for a Tourist Home shall be provided in the same location as parking for any other residential Dwelling Units on site.~~
- 4.1.4.9 Where contemplated, Employee Housing units shall be accessory to a principal use of a building. When that principal use is commercial, Employee Housing units shall be located above the ground floor.
- 4.1.4.10 When Employee Housing units are located on the same floor as a non-residential use, there shall be a physical separation of uses and separate entrances to the Employee Housing units, to the satisfaction of the Development Authority.

4.1.5 Design Requirements

- 4.1.5.1 Developments within this District shall comply with the regulations in Section 11: Community and Architectural Design Standards of this Bylaw.
- 4.1.5.2 A pedestrian-oriented streetscape shall be established incorporating such design elements as: wide sidewalks, arcades, pedestrian scale street lighting, bicycle parking, canopies, vestibules, façade treatments that are sensitive to sidewalk location on a site specific basis and permeability of façades by the use of glass and doors.
- 4.1.5.3 All businesses adjacent to a public street and/or sidewalk shall have a functional entrance that faces that street/sidewalk.
- 4.1.5.4 Where businesses have multiple street frontages, functional entrances may be required for each frontage at the discretion of the Development Authority.
- 4.1.5.5 Buildings on corner lots shall be designed to retain the key views as described in Section 11: Community Architectural and Urban Design Standards.
- 4.1.5.6 Applicants shall demonstrate that any proposed building preserves these views which will normally require that roof areas close to the corner are designed to be below the maximum permitted height. Buildings subject to this regulation will be allowed to achieve the maximum FAR of 2.0. Where variances to the District regulations may be required to achieve the maximum FAR, such variances may be supported by the Town provided the building and site design meet the relevant requirements of Section 11: Community Architectural and Urban Design Standards.
- 4.1.5.7 Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow 20% of the building to exceed the maximum height by up to 20%. No height variances shall be granted beyond the 20% relaxation.
- 4.1.5.8 In order to achieve a pedestrian oriented streetscape, parking and loading shall be designed

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to minimize the visual impact and impacts on pedestrian activity. Techniques to achieve this may include structured parking, shared parking and intensive landscaping. Where structured parking is provided, it shall be integrated into the building design, preferably underground. Parking Structure buildings shall include retail, office and commercial service on a portion of the ground floor with direct access to the public sidewalk.

- 4.1.5.9 Developments abutting residential districts shall be designed to minimize the impacts of parking, loading, garbage storage, sun shadow, lighting, noise and business hours of operation on the residential environment to the satisfaction of the Development Authority. Specifically, such developments shall be designed and constructed as follows:
- a. No more than four (4) parking stalls, or two (2) parking stalls and a loading bay, shall have direct access to a lane from the rear of a development. Additional parking stalls or loading bays shall be accessed by a driveway and be screened from the lane to the satisfaction of the Development Authority.
 - b. Where a proposed development is adjacent to or across a lane from a residential district, the façade facing the residential district shall be considered an additional “frontage” for the purposes of architectural design and materials.
 - c. Mechanical equipment may not be mounted on walls adjacent to or across a lane from a residential district.
- 4.1.5.10 Signage shall be oriented to the pedestrian sidewalk.
- 4.1.5.11 Garbage containers and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof garbage enclosure as outlined in the Engineering Design and Construction Guidelines.
- 4.1.5.12 Garbage enclosures shall be designed and located to be visually integrated with the site.
- 4.1.5.13 Outdoor Storage is prohibited.

4.1.6 Parking Alternatives

- 4.1.6.1 The Development Authority may, at its discretion, approve cash-in-lieu of parking for the difference between the total number of required parking stalls and the number of parking stalls provided within the development.
- 4.1.6.2 The Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the TC District only.

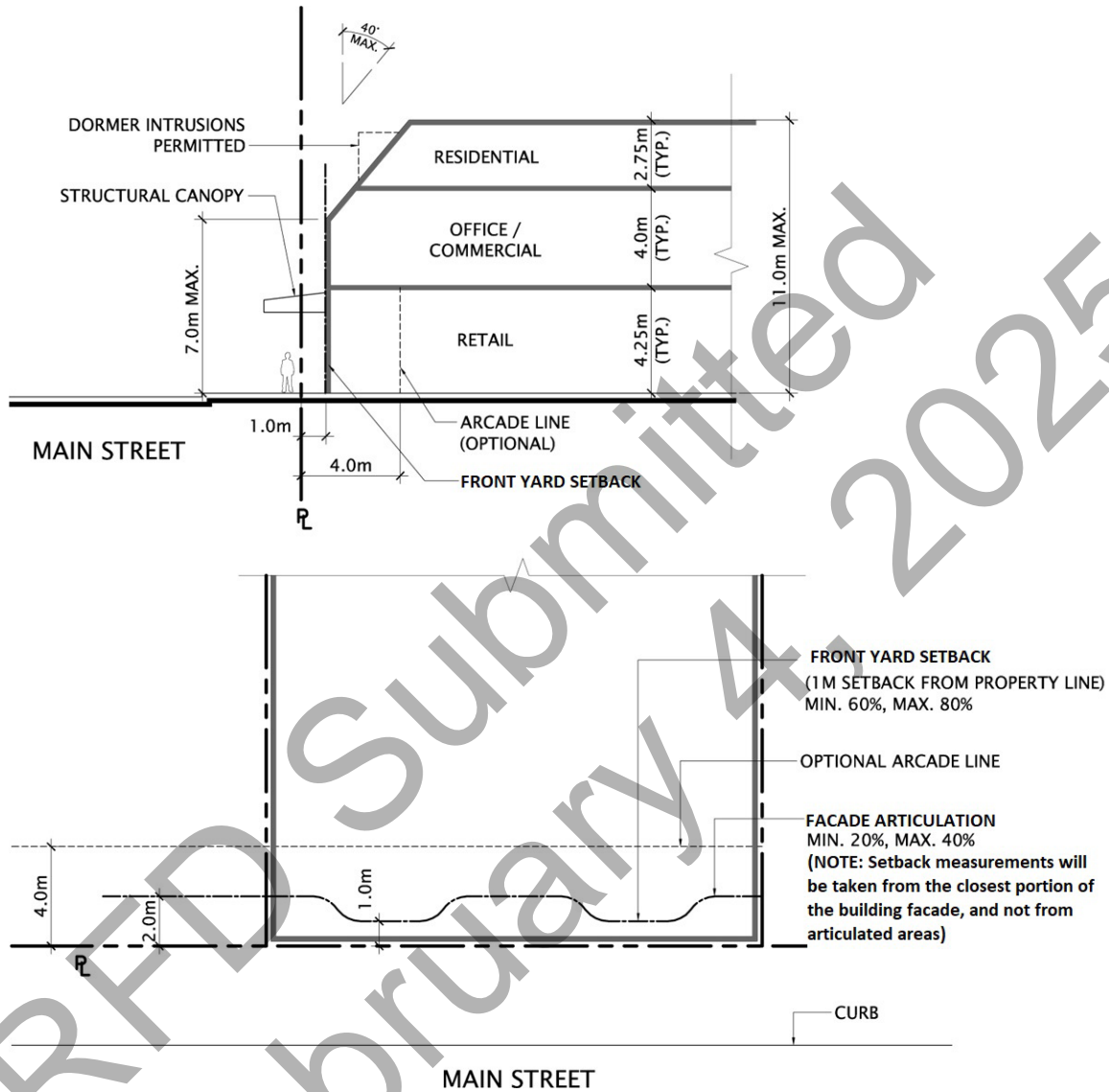
4.1.7 Historic Resources

- 4.1.7.1 Properties identified in Schedule “A”, as well as the properties adjacent to them are subject to the development regulations in Subsection 7.7 of this Bylaw.

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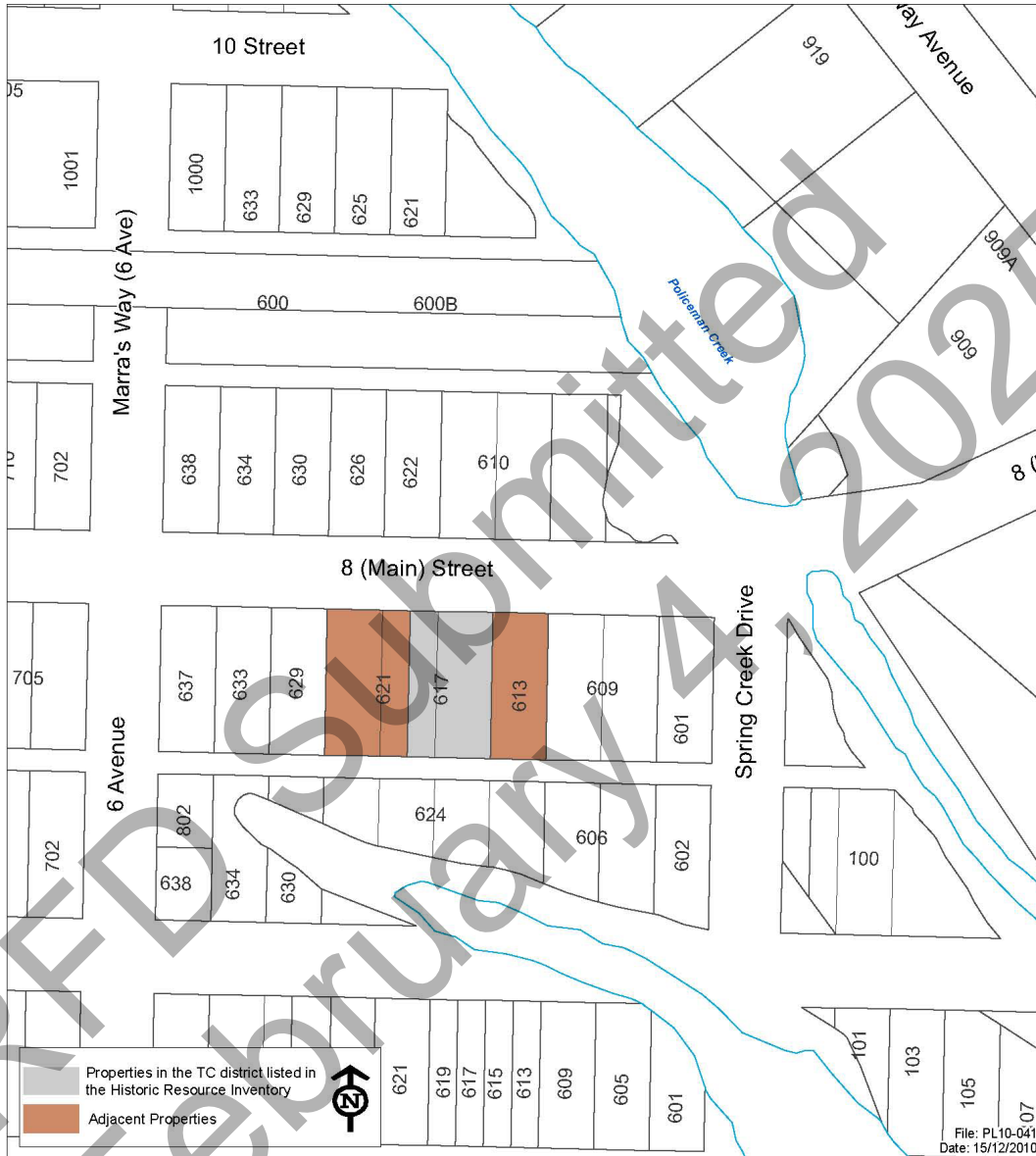
4.1.8 Illustrations for Developments Located in the Town Centre

Figure 4.1-1



4.1.9 Schedule A

Schedule "A"
Historic Resources in TC District



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4.2 GD GATEWAY COMMERCIAL DISTRICT**Purpose**

To provide for a combination of commercial and residential activities in mixed use buildings, which offer a wide range of goods and services.

4.2.1 Permitted Uses

Amusement Arcade
Arts and Crafts Studio
Athletic and Recreational Facility, Indoor
Convention Facility
Cultural Establishment
Dwelling Units (above the ground floor)
Eating and Drinking Establishment
Employee Housing
Entertainment Establishment
Financial Institution
Home Occupation - Class 1
Medical Clinic
Open Space
Personal Service Business
Public Building
Public Utility
Retail Sales
Visitor Accommodation

4.2.2 Discretionary Uses

Accessory Building
Administrative/Sales Office
Apartment Building (above the ground floor) [2020-16]
Cannabis Retail Store
Common Amenity Housing
Day Care
Educational Institution
Home Occupation – Class 2
Hostel
Liquor Store
Logging Operation
Office
Printing Establishment
Taxi Stand
Temporary Business
Tourist Home
Transportation Terminal

4.2.3 Regulations

- 4.2.3.1 The minimum site area shall be 550 m².
- 4.2.3.2 The minimum site width shall be 15.0 m.
- 4.2.3.3 The minimum FAR shall be 0.6 for properties east of Railway Avenue.
- 4.2.3.4 The minimum FAR shall be 0.5 for properties on the west side of Railway Avenue.
- 4.2.3.5 The maximum FAR shall be 2.0.
- 4.2.3.6 The maximum building height shall be 16.0 m for sites located east of Railway Avenue.
- 4.2.3.7 The maximum building height shall be 14.0 m for sites located west of Railway Avenue.
- 4.2.3.8 The maximum eaveline height shall be 3 storeys or 9.0 m for sites located east of Railway Avenue.
- 4.2.3.9 The maximum eaveline height shall be 2 storeys or 7.0 m for sites located west of Railway Avenue.
- 4.2.3.10 Floor area above the eaveline shall be incorporated into the roof structure and stepped back from the main building face for the substantial majority of the elevation (a minimum of 70%).
- 4.2.3.11 The minimum side yard setback shall be 3.0 m.
- 4.2.3.12 Where a property abuts Policeman Creek, one side yard with a minimum setback of 4.5 m shall be provided.
- 4.2.3.13 The minimum rear yard setback shall be 3.0 m.
- 4.2.3.14 The front yard setbacks shall be as outlined in Table 4.2-1 below.

	East of Railway Avenue	West of Railway Avenue
1 st Storey	6.0 m	4.0 m
2 nd Storey	8.0 m	6.0 m
3 rd Storey	8.0 m	6.0 m

- 4.2.3.15 A minimum of 60% of each façade and a maximum of 80% shall be located at the front yard setback.
- 4.2.3.16 A maximum of 40% of each façade and a minimum of 20% shall be set back 2.0 m from the front yard setback.

4.2.4 Use-Specific Regulations

- 4.2.4.1 All development applications shall contain a residential component that is not less than 25% of the total GFA of a proposed development. Residential uses may include Employee Housing units ~~and Tourist Home units~~ in addition to other unit types.
- 4.2.4.2 The maximum GFA of a Retail Sales development shall be 5,000 m².

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- 4.2.4.3 The maximum size of an Office use on the ground floor of a building shall be 250 m², with any additional floor area to be provided above the ground floor.
- ~~4.2.4.4 A Tourist Home shall only be located above the ground floor of a building.~~
- ~~4.2.4.5 A Tourist Home shall have an entrance that is separate and distinct from the entrance to any commercial use in a building.~~
- ~~4.2.4.6 Dwelling Units that have a Tourist Home designation shall have a separate entrance and circulation area from Dwelling Units that do not have a Tourist Home designation, to the satisfaction of the Development Authority.~~
- ~~4.2.4.7 A Tourist Home may be located on the same floor as commercial uses where there is a physical separation of uses, to the satisfaction of the Development Authority.~~
- ~~4.2.4.8 Parking for a Tourist Home shall be provided in the same location as parking on site as for other residential Dwelling Units on site.~~
- 4.2.4.9 Where contemplated, Employee Housing units shall be accessory to a principal use of a building. When that principal use is commercial, Employee Housing units shall be located above the ground floor.
- 4.2.4.10 When Employee Housing units are located on the same floor as a non-residential use, there shall be a physical separation of uses and separate entrances to the Employee Housing units, to the satisfaction of the Development Authority.

4.2.5 Design Requirements

- 4.2.5.1 All buildings adjacent to a public street and/or sidewalk shall have a functional entrance that faces that street/sidewalk.
- 4.2.5.2 Where businesses have multiple street frontages, functional entrances may be required for each frontage at the discretion of the Development Authority.
- 4.2.5.3 Substantial lowering of rooflines and/or separations between buildings shall be incorporated into streetscape designs at intervals of not more than 30 m.
- 4.2.5.4 A pedestrian-oriented streetscape shall be established. Features include wide sidewalks, separation of pedestrian use areas from vehicle use areas, outdoor furniture, patios, pedestrian scale street lighting, bicycle parking, canopies, vestibules, formal trail connections, façade treatments that are sensitive to sidewalk location on a site specific basis, and, subject to Section 11: Community Architectural and Urban Design Standards, permeability of facades by the use of glass and doors.
- 4.2.5.5 In order to achieve a pedestrian oriented streetscape, parking shall be designed to effectively screen vehicles when viewed from streets. Techniques to achieve this may include structured parking, shared parking and intensive landscaping. Where structured parking is provided, it shall be integrated into the building design, preferably underground.
- 4.2.5.6 Mountain vistas shall be preserved at the intersections of Railway Avenue with CPR right-of-way, with Main Street, and with 10 Street by retaining a minimum sight angle of 12.5° over all buildings on lots adjacent to the intersections. The sight angle shall be measured

from a horizontal plane established from a point 1.8 m above the centre-point of these intersections.

4.2.5.7 Signage shall be oriented to the pedestrian sidewalk.

4.2.5.8 Garbage containers and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof garbage enclosure if such an enclosure is required to accommodate a Town-approved solid waste management system. Garbage enclosures shall be designed and located to be visually integrated with the site.

4.2.6 Additional Regulations

4.2.6.1 A minimum of 15% of a site shall be landscaped in accordance with the provisions of Section 11: Community and Architectural Design Standards.

4.2.6.2 Where a creek bank exists, 15% of the site above the bank of the creek shall be landscaped.

4.2.6.3 Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place.

4.2.6.4 Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.

4.2.6.5 Developments adjacent to Policeman Creek shall provide a 3.0 m wide pedestrian easement parallel to the bank of the creek.

4.2.6.6 Where a development is adjacent to the CP Rail right of way or adjacent to a portion of a public pathway system which is adjacent to that right of way, the developer shall construct a fence adjacent to the CP Rail right of way to the satisfaction of the Town for pedestrian safety purposes.

4.2.7 Parking Alternatives

4.2.7.1 The Development Authority may, at its discretion, approve cash-in-lieu of parking for the difference between the total number of required parking stalls and the number of parking stalls provided within the development.

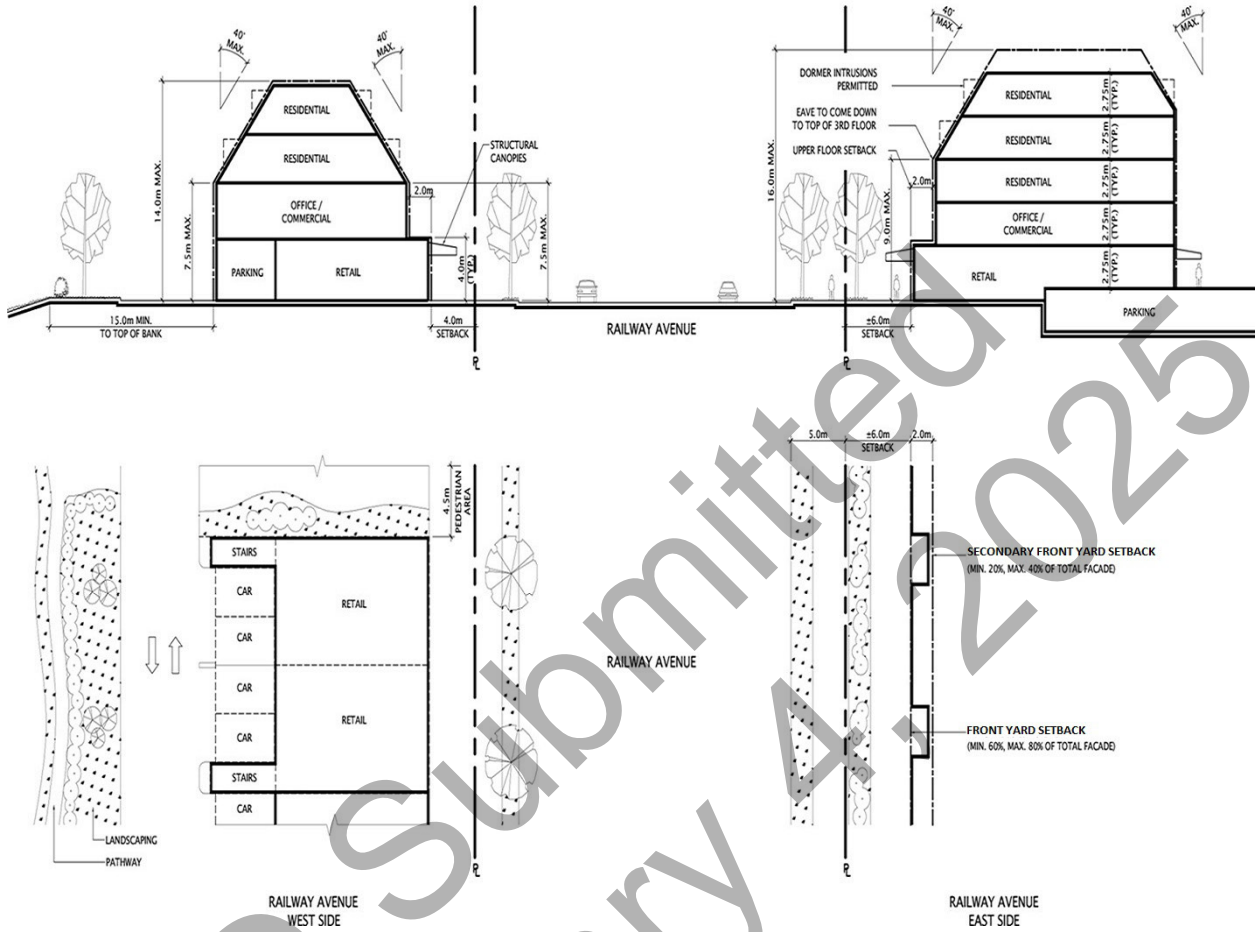
4.2.7.2 The Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the GD District only.

4.2.8 Wellhead Protection

4.2.8.1 Developments and land uses in this District shall conform to the regulations and prohibitions of use described in Wellhead Protection Area Regulations (Subsection 7.4.2) of this Bylaw.

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4.2.9 Illustrations For Developments Located In The Gateway



REFD Submitted February 4, 2025

4.3 GD-2 GATEWAY COMMERCIAL DISTRICT WITH AUTOMOTIVE USES

Purpose

To provide for a combination of commercial and residential activities in mixed use buildings which offer a wide range of goods and services. The area shall be developed as an integral part of the downtown core and incorporate comprehensively designed developments to ensure the provision of residential units, pedestrian flow, adequate parking and a high standard of appearance and landscaping.

4.3.1 Permitted Uses

Amusement Arcade
Arts and Crafts Studio
Athletic and Recreational Facility, Indoor
Convention Facility
Cultural Establishment
Dwelling Units (above the ground floor)
Eating and Drinking Establishment
Employee Housing
Entertainment Establishment
Financial Institution
Home Occupation - Class 1
Medical Clinic
Open Space
Personal Service Business
Printing Establishment
Public Building
Public Utility
Retail Sales
Visitor Accommodation

4.3.2 Discretionary Uses

Accessory Building
Administrative/Sales Office
Apartment Building
Automotive and Equipment Repair
Cannabis Retail Store
Common Amenity Housing
Day Care
Educational Institution
Home Occupation - Class 2
Hostel
Liquor Store
Logging Operation
Office
Retail Sales
Taxi Stand

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Temporary Business
~~Tourist Home [2021-24]~~
Transportation Terminal

4.3.3 Regulations

- 4.3.3.1 The minimum site area shall be 550 m².
- 4.3.3.2 The minimum site width shall be 15.0 m.
- 4.3.3.3 The minimum FAR shall be 0.6.
- 4.3.3.4 The maximum FAR shall be 2.0.
- 4.3.3.5 The maximum building height shall be 16.0 m for sites located east of Railway Avenue.
- 4.3.3.6 The maximum building height shall be 14.0 m for sites located west of Railway Avenue.
- 4.3.3.7 The maximum eaveline height shall be 3 storeys or 9.0 m for sites located east of Railway Avenue.
- 4.3.3.8 The maximum eaveline height shall be 2 storeys or 7.0 m for sites located west of Railway Avenue.
- 4.3.3.9 The minimum side yard setback shall be 3.0 m. **[2023-18]**
- 4.3.3.10 Where a property abuts Policeman Creek, one side yard with a minimum setback of 4.5 m shall be provided. **[2023-18]**
- 4.3.3.11 The minimum rear yard setback shall be 3.0 m.
- 4.3.3.12 The front yard setbacks shall be as outlined in Table 4.3-1 below:

TABLE 4.3-1 – GATEWAY COMMERCIAL DISTRICT WITH AUTOMOTIVE USES: FRONT YARD SETBACKS		
	East of Railway Avenue	West of Railway Avenue
1 st Storey	6.0 m	4.0 m
2 nd Storey	8.0 m	6.0 m
3 rd Storey	8.0 m	6.0 m

- 4.3.3.13 A minimum of 60% of each façade and a maximum of 80% shall be located at the front yard setback. A maximum of 40% of each façade and a minimum of 20% shall be set back 2.0 m from the front yard setback.

4.3.4 Use-Specific Regulations

- 4.3.4.1 Automotive and Equipment Repair shall be accessory to a principal use and shall comprise up to 20% of the GFA of the ground floor of the principal building.
- 4.3.4.2 Prior to the approval of any Development Permit for any Automotive and Equipment Repair development, a study shall be provided to the satisfaction of the Town of Canmore, prepared by a qualified professional, to determine any potential impact on groundwater and shall

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include recommendations on protective measures to be undertaken to substantially eliminate the potential for negative effect on groundwater. The implementation of the recommended measures shall form a part of the Development Permit approval under this Bylaw.

4.3.4.3 An Automotive and Equipment Repair development that includes the storage of any petrochemicals or materials that may impact on groundwater shall ensure such chemicals or materials are stored in an approved container and shall be located in an area immediately above a lower parkade (or other accessible subgrade area) to the satisfaction of the Town of Canmore.

4.3.4.4 The maximum GFA of a Retail Sales development is 5,000 m².

4.3.4.5 The maximum size of an Office development when located on the ground floor is 250 m². Additional GFA for this use shall only be provided above the ground floor.

~~4.3.4.6 A Tourist Home shall only be located above the ground floor of a building.~~

~~4.3.4.7 A Tourist Home shall have an entrance that is separate and distinct from the entrance to any commercial use in a building~~

~~4.3.4.8 Dwelling Units that have a Tourist Home designation shall have a separate entrance and circulation area from Dwelling Units that do not have a Tourist Home designation, to the satisfaction of the Development Authority.~~

~~4.3.4.9 A Tourist Home may be located on the same floor as commercial uses where there is a physical separation of uses, to the satisfaction of the Development Authority.~~

~~4.3.4.10 Parking for a Tourist Home shall be provided in the same location as parking for any other residential Dwelling Units on site.~~

4.3.4.11 Where contemplated, Employee Housing units shall be accessory to a principal use of a building. When that principal use is commercial, Employee Housing units shall be located above the ground floor.

4.3.4.12 When Employee Housing units are located on the same floor as a non-residential use, there shall be a physical separation of uses and separate entrances to the Employee Housing units, to the satisfaction of the Development Authority.

4.3.5 Design Requirements

4.3.5.1 Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow 20% of the building to exceed the maximum height by up to 20%. No height variances shall be granted beyond the 20% relaxation.

4.3.5.2 Substantial lowering of rooflines and/or separations between buildings shall be incorporated into streetscape designs at intervals of not more than 30 m.

4.3.5.3 A pedestrian-oriented streetscape shall be established in accordance with the Town Centre Enhancement Concept Plan. Features include wide sidewalks, separation of pedestrian use areas from vehicle use areas, outdoor furniture, patios, pedestrian scale street lighting, bicycle parking, canopies, vestibules, formal trail connections, façade treatments that are sensitive to

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sidewalk location on a site specific basis, and, subject to Section 11: Community Architectural and Urban Design Standards, permeability of facades by the use of glass and doors.

- 4.3.5.4 Mountain vistas shall be preserved at the intersections of Railway Avenue with CPR right-of-way, with Main Street, and with 10 Street by retaining a minimum sight angle of 12.5° over all buildings on lots adjacent to the intersections. The sight angle shall be measured from a horizontal plane established from a point 1.8 m above the centre-point of these intersections.
- 4.3.5.5 Design of buildings must be in conformity with Section 11: Community Architectural and Urban Design Standards.
- 4.3.5.6 Signage shall be oriented to the pedestrian sidewalk.
- 4.3.5.7 A minimum of 15% of a site shall be landscaped in accordance with the provisions of Section 11: Community Architectural and Urban Design Standards. Where a creek bank exists, 15% of the site above the bank of the creek shall be landscaped. Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place. Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.
- 4.3.5.8 Developments adjacent to Policeman Creek shall provide a 3.0 m wide pedestrian easement parallel to the bank of the creek. Development Permit applications shall include professionally produced streetscape drawings or three-dimensional simulations of the overall development as viewed from the public sidewalk.
- 4.3.5.9 All garbage and waste material shall be stored and located within the principal building.
- 4.3.5.10 Where a development is adjacent to the CP Rail right of way or adjacent to a portion of a public pathway system which is adjacent to that right of way, the developer shall construct a fence adjacent to the CP Rail right of way to the satisfaction of the Town for pedestrian safety purposes.

4.3.6 Parking Alternatives

- 4.3.6.1 The Development Authority may, at its discretion, approve cash-in-lieu of parking for the difference between the total number of required parking stalls and the number of parking stalls provided within the development.
- 4.3.6.2 The Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the GD2 District only.

4.4 BVT-C BOW VALLEY TRAIL CENTRAL COMMERCIAL DISTRICT

Purpose

This District is intended to complement, not compete with, the downtown area to facilitate the expansion of the health and wellness sector of our economy, and to provide services to visitors and residents of Canmore.

4.4.1 Permitted Uses

Amusement Arcade
Arts and Crafts Studio
Athletic and Recreation Facility, Indoor
Convention Facility
Eating and Drinking Establishment
Entertainment Establishment
Home Occupation – Class 1
Hostel
Medical Clinic
Open Space
Perpetually Affordable Housing
Personal Service Business
Public Building
Public Utility
Retail Sales
Visitor Accommodation

4.4.2 Discretionary Uses

Accessory Building
Administrative/Sales Office
Apartment Building
Brewery/Distillery
Cannabis Retail Store
Care Facility
Common Amenity Housing
Cultural Establishment
Day Care
Dwelling Units (above the ground floor)
Employee Housing
Essential Public Service
Funeral Home
Home Occupation – Class 2
Laundry Facility
Light Manufacturing
Liquor Store
Logging Operation
Office
Staff Accommodation

04 COMMERCIAL LAND USE DISTRICTS

Taxi Stand
Temporary Staff Housing
~~Tourist Home [2021-24]~~
Transportation Terminal
Warehouse

4.4.3 Regulations

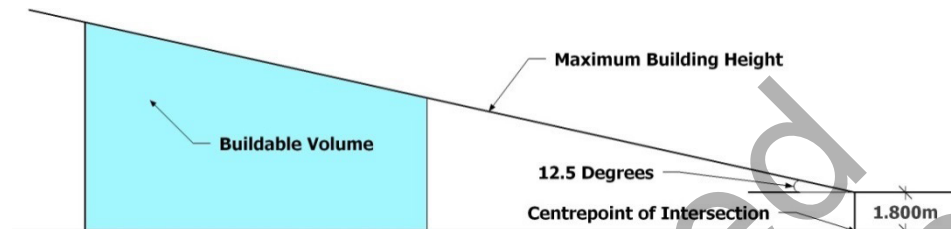
- 4.4.3.1 The minimum site area shall be 1000 m².
- 4.4.3.2 The minimum site width shall be 30 m.
- 4.4.3.3 The minimum FAR shall be 0.75.
- 4.4.3.4 The maximum FAR shall be 1.5.
- 4.4.3.5 The maximum site coverage of all buildings shall be 55%.
- 4.4.3.6 The minimum front yard setback shall be as follows:
- a. Fronting on to Bow Valley Trail: to be characterized by a street-oriented building design located no more than 2.0 m from the property line.
 - b. All other locations: 3.0 m.
 - c. A minimum of 20% of the building shall be built to the front yard setback except where pedestrian infrastructure or hardscaping (e.g. plaza, seating) is provided.
- 4.4.3.7 The minimum rear yard setback shall be 6.0 m.
- 4.4.3.8 The minimum side yard setback shall be 3.0 m.
- 4.4.3.9 Notwithstanding the yard setbacks above, all development shall be set back a minimum of 15.0 m from the Trans Canada Highway right of way.
- 4.4.3.10 The maximum building height is 16.0 m.
- 4.4.3.11 The maximum eaveline height is 7.0 m.
- 4.4.3.12 Floor area above the eaveline shall be incorporated into the roof structure and step back from the front building face for a minimum of 70% of the elevation.
- 4.4.3.13 A minimum of 25% of the site shall be landscaped.

4.4.4 Design Requirements

- 4.4.4.1 A pedestrian-oriented streetscape shall be established to allow for or encourage pedestrian traffic. The streetscape shall incorporate design elements such as: wide sidewalks/paths (minimum width of 2.0 m), separation of pedestrian use areas from motor vehicle use areas, outdoor furniture, patios, pedestrian scale street lighting, bicycle parking, canopies, vestibules, formal trail connections, façade treatments that are sensitive to sidewalk location on a site specific basis, and permeability of facades by the use of glass and doors subject to Section 11.
- 4.4.4.2 Notwithstanding 4.4.3.10, mountain vistas shall be preserved at the intersections of Bow

Valley Trail with Benchlands Trail and Bow Valley Trail with 17th Street by retaining a minimum sight angle of 12.5° over all buildings on lots adjacent to the intersections. The sight angle shall be measured from a horizontal plane established from a point 1.8 m above the centre-point of these intersections.

Figure 4.4-1. Minimum sight angle



- 4.4.4.3 Signage shall not be oriented to or be legible from the Trans-Canada Highway.
- 4.4.4.4 Where a development is adjacent to the CP Rail right of way or adjacent to a portion of a public pathway system which is adjacent to that right of way, the developer shall construct a fence adjacent to the CP Rail right of way to restrict pedestrian access to the satisfaction of the Development Authority.
- 4.4.4.5 Where possible along Bow Valley Trail, the ground floor of developments for sites lower than the crown of road should be raised to be closer to the elevation of the crown of the road.
- 4.4.4.6 Where sites are raised to bring the ground floor of the building closer to the elevation of the crown of Bow Valley Trail, the Development Authority shall use this new grade as the basis for calculating height.
- 4.4.5 Landscaping**
- 4.4.5.1 Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place.
- 4.4.5.2 Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.
- 4.4.5.3 Areas devoted to the parking or circulation of motor vehicles shall not be counted towards the minimum 25% landscaped area.
- 4.4.5.4 Areas devoted to the parking of bicycles may, at the discretion of the Development Authority, be counted towards the minimum 25% landscaped area.
- 4.4.5.5 Where the front yard is provided, it shall be landscaped in accordance with the provisions of Section 11: Community Architectural and Urban Design Standards.
- 4.4.5.6 The Town may permit landscaping within the road right of way.
- 4.4.5.7 Landscaping within the road right of way shall not count towards the minimum 25% landscaped area; however, the plantings may be counted towards the total required trees and

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shrubs at the discretion of the Development Authority.

4.4.6 Dwelling Units ~~and Tourist Homes~~

- 4.4.6.1 A maximum of 50% of the total GFA of the building(s) on-site may be used for residential Dwelling Units ~~and/or Tourist Home~~ purposes. The Development Authority may consider relaxation of this limit where Dwelling Units are designed into the attic space under pitched roofs per 4.4.12.1.
- ~~4.4.6.2 A Tourist Home shall not be located on the main floor of a building.~~
- 4.4.6.3 Dwelling Units, ~~Tourist Home~~ and Visitor Accommodation units may occupy the same building; however, all must have separate and distinct entrances and circulation areas. ~~Tourist Home units and~~ Dwelling Units must also be separate from any commercial component of the building.
- 4.4.6.4 Where a Dwelling Unit ~~and/or Tourist Home~~ is proposed, the Development Authority shall require private outdoor Amenity Space in accordance with Subsection 8.7.
- 4.4.6.5 The maximum GFA of a Dwelling Unit ~~or Tourist Home~~ shall be 75.0 m².
- 4.4.6.6 Notwithstanding 4.4.6.1, 4.4.6.2, and 4.4.6.5, a Care Facility may occupy 100% of the GFA of a of a development, may be permitted on the main floor, and has no size restriction.
- 4.4.6.7 Employee Housing, Staff Accommodation, Temporary Staff Housing and Perpetually Affordable Housing shall not be counted towards the maximum residential GFA.
- #### 4.4.7 Employee Housing, Staff Accommodation and Temporary Staff Housing
- 4.4.7.1 Employee Housing, Staff Accommodation, and Temporary Staff Housing units may be permitted on the ground floor of a building where, in the opinion of the Development Authority, the proposed location and building design do not function well as business frontage.
- 4.4.7.2 Where provided, Staff Accommodation and Employee Housing units shall be integrated into the development. When integrated into the principal building, Staff Accommodation and Employee Housing units shall be functionally separated from Visitor Accommodation units and/or other commercial uses.
- 4.4.7.3 The conversion of a Visitor Accommodation unit to Temporary Staff Housing may be allowed, at the discretion of the Development Authority, where the unit is registered in a qualified staff housing program or where a set of eligibility criteria are established and appropriate restrictions are imposed on the unit.
- 4.4.7.4 Temporary Staff Housing is not required to be separate from Visitor Accommodation units, other commercial uses or residential uses.
- 4.4.7.5 Permits for Temporary Staff Housing may be granted for up to three (3) years in this District and may be renewed at the discretion of the Development Authority.

4.4.8 Perpetually Affordable Housing (PAH)

- 4.4.8.1 Perpetually Affordable Housing units are not subject to 4.4.6.
- 4.4.8.2 Perpetually Affordable Housing units may be permitted on the main floor of a building where, in the opinion of the Development Authority, the building design and proposed location does not function well as business frontage.

4.4.9 Use-Specific Regulations

- 4.4.9.1 Where an Office use is proposed, at least 51% of the GFA for the Office use within a development shall be located above the ground floor.
- 4.4.9.2 The maximum size of an Office use on the ground floor shall be 250 m², with any additional space to be located above the ground floor.
- 4.4.9.3 The maximum GFA of a Retail Sales development shall be 150 m². Where an application is made for Retail Sales and its primary purpose is to provide a service to visitors, a total GFA may be permitted up to a maximum of 300 m². [2021-24]

4.4.10 Parking, Loading, Storage, Waste and Recycling

- 4.4.10.1 All parking and loading areas not incorporated into the building or a Parking Structure shall be visually screened with fencing or landscaping so as to screen it from view from the street to the satisfaction of the Development Authority.
- 4.4.10.2 Except for Dwelling Units ~~and Tourist Homes~~, the Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the BVT-C, BVT-G, or BVT-T Districts.
- 4.4.10.3 For Visitor Accommodation uses, on-site surface parking must be provided for anticipated over-sized vehicles or vehicles powered by propane.
- 4.4.10.4 Solid waste containers, grease containers, recycling containers, and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof enclosure. [2023-18]
- 4.4.10.5 Enclosures shall be designed and located to be visually integrated with the site.
- 4.4.10.6 All Outdoor Storage is prohibited.

4.4.11 Wellhead Protection

- 4.4.11.1 Notwithstanding the regulations and the permitted and discretionary uses of this District, developments located within the Wellhead Protection Area shall conform to the regulations and use prohibitions described in Subsection 7.4.2.

4.4.12 Special Variance Considerations

- 4.4.12.1 Notwithstanding the variance regulations set out in 1.14, the following variances may also be considered within this District:
- a. Where the Development Authority is satisfied that the architectural integrity of a

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building would be enhanced, variances may be granted to allow 20% of the building to exceed the maximum height by up to 20%.

- b. The required eave line height of a proposed development may be raised to 9.0 m where the Development Authority is satisfied that the intent of the “Massing and Scale Guidelines” in Section 11: Community Architectural and Urban Design Standards are still met.
- c. The Development Authority may vary 4.4.6.1 to allow greater than 50% of the GFA of a development to be Dwelling Units ~~or Tourist Homes~~ where the units are designed into the attic space under pitched roofs.

RFD Submitted
February 4, 2025

4.5 BVT-T BOW VALLEY TRAIL TEEPEE TOWN COMMERCIAL DISTRICT

Purpose

The purpose is to provide for a range and scale of services oriented to visitors and residents along Bow Valley Trail that also respects the adjacent residential development in the Teepee Town area.

4.5.1 Permitted Uses

Amusement Arcade
Arts and Crafts Studio
Athletic and Recreational Facility, Indoor
Convention Facility
Eating and Drinking Establishment
Entertainment Establishment
Essential Public Service
Home Occupation - Class 1
Medical Clinic
Office
Open Space
Personal Service Business
Perpetually Affordable Housing
Public Building
Public Utility
Retail Sales
Veterinary Clinic
Visitor Accommodation

4.5.2 Discretionary Uses

Accessory Building
Administrative/Sales Office [2020-16]
Apartment Building
Brewery/Distillery
Campground
Cannabis Retail Store
Care Facility
Common Amenity Housing
Cultural Establishment
Day Care
Educational Institution
Employee Housing
Home Occupation - Class 2
Hostel
Laundry Facility
Light Manufacturing
Liquor Store
Staff Accommodation

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Taxi Stand
Temporary Staff Housing
~~Tourist Home~~
Transportation Terminal
Warehouse

4.5.3 Regulations

- 4.5.3.1 The minimum site area shall be 1,000 m².
- 4.5.3.2 The minimum site width shall be 30 m.
- 4.5.3.3 The minimum FAR shall be 0.75.
- 4.5.3.4 The maximum FAR shall be 1.25.
- 4.5.3.5 The maximum site coverage of all buildings shall be 55%.
- 4.5.3.6 The front yard setback shall be 4.5 m.
- 4.5.3.7 The minimum rear yard setback shall be 6.0 m.
- 4.5.3.8 The minimum side yard setback shall be 3.0 m.
- 4.5.3.9 The maximum building height shall be 12.0 m or three storeys, whichever is less.
- 4.5.3.10 The maximum eaveline height is 7.0 m.
- 4.5.3.11 Floor area above the eaveline shall be incorporated into the roof structure and step back from the front building face for a minimum of 70% of the elevation.
- 4.5.3.12 A minimum of 25% of the site shall be landscaped in accordance with Subsection 4.5.6 and Section 11: Community Architectural and Urban Design Standards.
- 4.5.3.13 Developments shall conform to Section 11: Community Architectural and Urban Design Standards and the regulations of this section. Where there is a conflict between Section 11 and this section, this section shall prevail.

4.5.4 Use-Specific Regulations

- 4.5.4.1 The maximum GFA of a Cannabis Retail Store is 150 m².
- 4.5.4.2 The maximum GFA of a Liquor Store is 150 m².
- 4.5.4.3 The maximum GFA of a Retail Sales development is 300 m². Where an application is made for Retail Sales, the applicant must demonstrate to the Development Authority's satisfaction that the proposed business is oriented to visitors.
- 4.5.4.4 The maximum GFA of a Warehouse development is 250 m².
- 4.5.4.5 A Light Manufacturing development may include up to 200 m² of Retail Sales as an accessory use.
- 4.5.4.6 A minimum of 51% of the GFA of an Office development shall be located above the ground

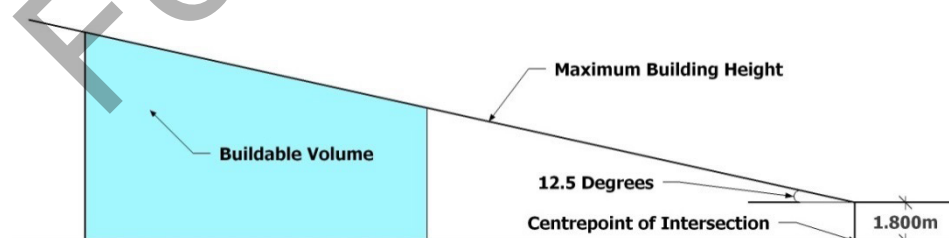
floor.

- 4.5.4.7 The maximum size of an Office development when located on the ground floor is 250 m². Additional GFA for this use shall only be provided above the ground floor.
- 4.5.4.8 A maximum of 50% of the total GFA of the building(s) on-site may be used for residential units, ~~including Tourist Home units~~. The Development Authority may consider relaxation of this limit where Dwelling Units are designed into the attic space under pitched roofs.
- 4.5.4.9 Notwithstanding 4.5.4.8, a Care Facility and/or a Perpetually Affordable Housing development may occupy 100% of the GFA of a development, may be permitted on the ground floor, and is not subject to any size restriction.
- 4.5.4.10 The maximum size of a ~~Tourist Home or~~ Dwelling Unit shall be 75.0 m².
- ~~4.5.4.11 Tourist Home units shall not be located on the ground floor of a mixed use building.~~
- 4.5.4.12 ~~Tourist Home and~~ Visitor Accommodation units may occupy the same building as other Dwelling Units; however, all must have separate and distinct entrances and circulation areas.
- 4.5.4.13 ~~Tourist Home units and other~~ Dwelling Units must be separated from any commercial use of a building.
- 4.5.4.14 Where ~~Tourist Home or other~~ Dwelling Units are proposed, the Development Authority shall require private outdoor Amenity Space in accordance with Subsection 8.7.

4.5.5 Design Requirements

- 4.5.5.1 A pedestrian-oriented streetscape shall be established to allow for or encourage pedestrian traffic. The streetscape shall incorporate design elements such as: wide sidewalks, separation of pedestrian use areas from vehicle use areas, outdoor furniture, patios, pedestrian scale street lighting, bicycle parking, canopies, vestibules, formal trail connections, façade treatments that are sensitive to sidewalk location on a site specific basis, and permeability of facades by the use of glass and doors subject to Section 11: Community Architectural and Urban Design Standards for Commercial Development .
- 4.5.5.2 Notwithstanding 4.5.5.1, mountain vistas shall be preserved at the intersection of Bow Valley Trail with 17th Street by retaining a minimum sight angle of 12.5° over all buildings on lots adjacent to the intersections. The sight angle shall be measured from a horizontal plane established from a point 1.8 m above the centre-point of these intersections.

Figure 4.5-1. Minimum sight angle



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- 4.5.5.3 Signs shall not be oriented to or be legible from the Trans Canada Highway.
- 4.5.5.4 Developments abutting residential districts shall be designed and constructed as follows:
- a. Where a proposed development is adjacent to or across a lane from a residential district, the façade facing the residential district shall be considered an additional “frontage” for the purposes of architectural design and materials.
 - b. Mechanical equipment shall not be mounted on walls adjacent to or across a lane from a residential district.

4.5.6 Landscaping

- 4.5.6.1 Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place.
- 4.5.6.2 Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.
- 4.5.6.3 Areas devoted to the parking or circulation of motor vehicles shall not be counted towards the minimum 25% landscaped area.
- 4.5.6.4 Areas devoted to the parking of bicycles may, at the discretion of the Development Authority, be counted towards the minimum 25% landscaped area.
- 4.5.6.5 A minimum of 50% of the front yard shall be natural landscaping in accordance with the provisions of Section 11: Community Architectural and Urban Design Standards.
- 4.5.6.6 The Town may permit landscaping within the road right of way.
- 4.5.6.7 Landscaping within the road right of way shall not count towards the minimum 25% landscaped area; however, the plantings may be counted towards the total required trees and shrubs at the discretion of the Development Authority.

4.5.7 Employee Housing, Staff Accommodation and Temporary Staff Housing

- 4.5.7.1 Employee Housing, Staff Accommodation, Temporary Staff Housing and Perpetually Affordable Housing units shall not be counted towards the maximum residential GFA set out in 4.5.4.8.
- 4.5.7.2 Employee Housing must be restricted for the exclusive use of employees as defined in Section 13, to the satisfaction of the Development Authority.
- 4.5.7.3 Employee Housing, Staff Accommodation, and Temporary Staff Housing units may be located on the ground floor of a building where, in the opinion of the Development Authority, the proposed location and building design do not function well as business frontage.
- 4.5.7.4 Staff Accommodation and Employee Housing shall be integrated into the development. When integrated into the principal building, Staff Accommodation shall be functionally separated from Visitor Accommodation units and/or other commercial uses.
- 4.5.7.5 The conversion of a Visitor Accommodation unit to Temporary Staff Housing may be allowed,

at the discretion of the Development Authority, where the unit is registered in a qualified staff housing program or where a set of eligibility criteria are established and appropriate restrictions are imposed on the unit.

- 4.5.7.6 Temporary Staff Housing is not required to be separate from Visitor Accommodation units, other commercial uses or residential uses.
- 4.5.7.7 Permits for Temporary Staff Housing may be granted for up to three (3) years in this District. Consecutive permits valid for up to three (3) years each may be granted at the discretion of the Development Authority.

4.5.8 Parking, Loading and Storage

- 4.5.8.1 All parking and loading areas not incorporated into the building or a Parking Structure shall be provided at the side and/or the rear of the site.
- 4.5.8.2 All parking and loading areas not incorporated into the building or a Parking Structure shall be visually screened with fencing or landscaping so as to screen it from view from the street to the satisfaction of the Development Authority.
- 4.5.8.3 No more than four (4) parking stalls, or two (2) parking stalls and a loading bay, shall have direct access to a lane from the rear of a development. Additional parking stalls or loading bays shall be accessed by a driveway and be screened from the lane to the satisfaction of the Development Authority.
- 4.5.8.4 Except for Dwelling Units ~~and Tourist Home~~ developments, the Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the BVT-C, BVT-G, or BVT-T Districts.
- 4.5.8.5 For Visitor Accommodation uses, up to 30% of the required parking can be provided through dedicated bus parking, provided that adequate bus maneuvering space is incorporated into the site design. One bus parking stall shall be equivalent to fifteen (15) car parking stalls for the purpose of calculating total required parking.
- 4.5.8.6 For Visitor Accommodation uses, on-site surface parking must be provided for anticipated over-sized vehicles or vehicles powered by propane.
- 4.5.8.7 Solid waste containers, grease containers, recycling containers, and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof enclosure. Enclosures shall be designed and located to be visually integrated with the site.
- 4.5.8.8 Outdoor Storage is prohibited.

4.5.9 Special Variance Considerations

- 4.5.9.1 Notwithstanding the variance regulations set out in 1.14, the following variances may also be considered within this District:
- a. Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow 10% of the building to

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exceed the maximum height by up to 10%. No height variances shall be granted beyond the 10%.

RFD Submitted
February 4, 2025

4.6 BVT-G BOW VALLEY TRAIL GENERAL COMMERCIAL DISTRICT

Purpose

This District is intended to form the core of Canmore's Visitor Accommodation outside the resorts and provide a variety of commercial uses including visitor-oriented services and activities, and small retail outlets that serve both residents and visitors.

4.6.1 Permitted Uses

Amusement Arcade
Arts and Crafts Studio
Athletic and Recreation Facility, Indoor
Convention Facility
Eating and Drinking Establishment
Entertainment Establishment
Home Occupation – Class 1
Hostel
Medical Clinic
Open Space
Perpetually Affordable Housing
Personal Service Business
Public Building
Public Utility
Retail Sales
Veterinary Clinic
Visitor Accommodation

4.6.2 Discretionary Uses

Accessory Building
Administrative/Sales Office
Automotive Sales and Rentals
Brewery/Distillery [2020-19]
Campground
Cannabis Retail Store
Care Facility
Common Amenity Housing
Cultural Establishment
Day Care
Drive-In/Drive-Through Food Service [2020-19]
Dwelling Unit (above the ground floor) [2020-16]
Employee Housing
Essential Public Service
Funeral Home
Gas Bar and Service Station
Home Occupation - Class 2
Kennel
Laundry Facility

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Light Manufacturing [2020-19]

Liquor Store

Logging Operation

Office

Pet Care Facility

Printing Establishment

Staff Accommodation

Taxi Stand

Temporary Business

Temporary Staff Housing

Tourist Home

Transportation Terminal

Wholesale Sales [2021-21]

Warehouse

4.6.3 Regulations

- 4.6.3.1 The minimum site area shall be 1000 m².
- 4.6.3.2 The minimum site width shall be 30 m.
- 4.6.3.3 The minimum FAR shall be 0.75.
- 4.6.3.4 The maximum FAR shall be 1.5.
- 4.6.3.5 The maximum site coverage of all buildings shall be 55%.
- 4.6.3.6 The minimum front yard setback shall be as follows:
- a. Fronting on to Bow Valley Trail: to be characterized by a street-oriented building design located no more than 2.0 m from the property line
 - b. All other locations: 3.0 m
- 4.6.3.7 Buildings must be constructed to the front yard setback for a minimum 20% of the building, except where pedestrian infrastructure or hardscaping (e.g. plaza, seating) is provided.
- 4.6.3.8 The minimum rear yard setback shall be 6.0 m.
- 4.6.3.9 The minimum side yard setback shall be 3.0 m.
- 4.6.3.10 Notwithstanding the yard setbacks above, all development shall be set back from the Trans Canada right of way by a minimum 15.0 m.
- 4.6.3.11 The maximum building height is 16.0 m.
- 4.6.3.12 The maximum eaveline height is 7.0 m.
- 4.6.3.13 Floor area above the eaveline shall be incorporated into the roof structure and step back from the front building face for a minimum of 70% of the elevation.
- 4.6.3.14 Developments shall conform to Section 11: Community Architectural and Urban Design Standards and the regulations of this section. Where there is a conflict between Section 11

and this section, this section shall prevail.

4.6.4 Use-Specific Regulations

- 4.6.4.1 The maximum GFA of a Cannabis Retail Store is 150 m².
- 4.6.4.2 The maximum GFA of a Liquor Store is 150 m².
- 4.6.4.3 The maximum size of an Office development when located on the ground floor is 250 m². Additional GFA for this use shall only be provided above the ground floor.
- 4.6.4.4 The maximum GFA of a Retail Sales development shall be 150 m². Where an application is made for Retail Sales and its primary purpose is to provide a service to visitors, a total GFA may be permitted up to a maximum of 300 m². **[2021-24]**
- 4.6.4.5 Wholesale Sales shall only be permitted when as part of a mixed-use development that includes Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing at a ratio of 1 Bedroom per 20 m² of Wholesales Sales area, rounded up to the nearest full bedroom. The maximum GFA of a Wholesale Sales is 950 m². **[2021-21]**
- 4.6.4.6 The maximum GFA of a Warehouse development is 250 m². An increase of up to 250 m² is permitted where the Warehouse is accessory to a Wholesale Sales development, and the development includes Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing at a ratio of 1 Bedroom per 10 m² of Warehouse area, rounded up to the nearest full bedroom. **[2021-21]**
- 4.6.4.7 A Light Manufacturing development may include up to 200 m² of Retail Sales as an accessory use.
- 4.6.4.8 A Gas Bar and Service Station shall be located south of Benchlands Trail only.
- 4.6.4.9 A Drive-In/Drive-Through Food Service development shall be located north of 17th Street only.
- 4.6.4.10 A Dwelling Unit, including Employee Housing or ~~Tourist Home~~ unit(s), shall be located above the ground floor and outside the 30 NEF contour only.
- 4.6.4.11 Except as allowed in sections 4.6.4.5 and 4.6.4.6, a maximum of 50% of the total GFA of the building(s) on-site may be used for residential units, ~~including Tourist Home units~~. The Development Authority may consider relaxation of this limit where Dwelling Units are designed into the attic space under pitched roofs. **[2021-21]**
- 4.6.4.12 Notwithstanding 4.6.4.11, a Care Facility and/or a Perpetually Affordable Housing development may occupy 100% of the GFA of a development, may be permitted on the main floor, and is not subject to any size restriction.
- 4.6.4.13 The maximum size of a ~~Tourist Home or other~~ Dwelling Unit shall be 75.0 m².
- ~~4.6.4.14 Tourist Home units shall not be located on the main floor of a mixed use building.~~
- 4.6.4.15 ~~Tourist Home and~~ Visitor Accommodation units may occupy the same as other Dwelling Units; however, all must have separate and distinct entrances and circulation areas.

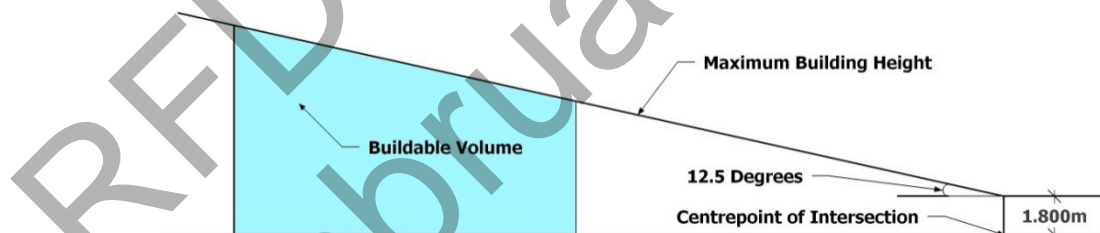
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- 4.6.4.16 ~~Tourist Home units and other~~ Dwelling Units must be separated from any commercial use of a building.
- 4.6.4.17 Where ~~Tourist Home or other~~ Dwelling Units are proposed, the Development Authority shall require private outdoor Amenity Space in accordance with Subsection 8.7.
- 4.6.4.18 Where Common Amenity Housing or Employee Housing is developed, Section 8.7 shall not be required, except that the development authority may require the amenities listed in Section 8.7.0.3. **[2021-21]**
- 4.6.4.19 Employee Housing, Common Amenity Housing, or Perpetually Affordable Housing required to be constructed as part of a statutory plan, condition of development permit approval, or other forms of commitment, are not eligible for the development bonuses outlined in 4.6.4.5, 4.6.4.6, and 4.6.9.1.c. **[2021-21]**

4.6.5 Design Requirements

- 4.6.5.1 A pedestrian-oriented streetscape shall be established to allow for or encourage pedestrian traffic. The streetscape shall incorporate design elements such as: wide sidewalks/paths (minimum width of 2.0 m), separation of pedestrian use areas from motor vehicle use areas, outdoor furniture, patios, pedestrian scale street lighting, bicycle parking, canopies, vestibules, formal trail connections, façade treatments that are sensitive to sidewalk location on a site specific basis, and permeability of facades by the use of glass and doors subject to Section 11: Community and Architectural Design Standards.
- 4.6.5.2 Notwithstanding 4.6.3.11, mountain vistas shall be preserved at the intersections of Bow Valley Trail with Benchlands Trail and Bow Valley Trail with 17th Street by retaining a minimum sight angle of 12.5° over all buildings on lots adjacent to the intersections. The sight angle shall be measured from a horizontal plane established from a point 1.8 m above the centre-point of these intersections.

Figure 4.6-1. Minimum sight angle



- 4.6.5.3 Signage shall not be oriented to or be legible from the Trans-Canada Highway.
- 4.6.5.4 Where a development is adjacent to the CP Rail right of way or adjacent to a portion of a public pathway system which is adjacent to that right of way, the developer shall construct a fence adjacent to the CP Rail right of way to restrict pedestrian access to the satisfaction of the Development Authority.
- 4.6.5.5 When along Bow Valley Trail, the ground floor of developments for sites lower than the crown of road should be raised to be closer to the elevation of the crown of the road. Where sites are raised to bring the ground floor of the building closer to the elevation of the crown of Bow

Valley Trail, the Development Authority shall use this new grade as the basis for calculating height.

4.6.6 Landscaping

- 4.6.6.1 A minimum of 25% of the site shall be landscaped in accordance with Section 11: Community and Architectural Design Standards.
- 4.6.6.2 Outdoor Amenity Space including, but not limited to, plazas, patios, and other pedestrian gathering places may be substituted for some natural landscaping to the extent that it achieves a blend of natural environment and value as a people place. Outdoor Amenity Space must be located adjacent to a sidewalk or public trail in order to be considered as landscaping.
- 4.6.6.3 Areas devoted to the parking or circulation of motor vehicles shall not be counted towards the minimum 25% landscaped area.
- 4.6.6.4 Areas devoted to the parking of bicycles may, at the discretion of the Development Authority, be counted towards the minimum 25% landscaped area.
- 4.6.6.5 Where the front yard is provided, it shall be landscaped in accordance with the provisions of Section 11: Community Architectural and Urban Design Standards.
- 4.6.6.6 The Town may permit landscaping within the road right of way.
- 4.6.6.7 Landscaping within the road right of way shall not count towards the minimum 25% landscaped area; however, the plantings may be counted towards the total required trees and shrubs at the discretion of the Development Authority.

4.6.7 Parking, Loading, Storage, Waste and Recycling

- 4.6.7.1 All parking and loading areas not incorporated into the building or a Parking Structure shall be visually screened with fencing or landscaping so as to screen it from view from the street to the satisfaction of the Development Authority.
- 4.6.7.2 Except for Dwelling Units ~~and Tourist Home~~ developments, the Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the BVT-C, BVT-G, or BVT-T Districts.
- 4.6.7.3 For Visitor Accommodation uses, on-site surface parking must be provided for anticipated over-sized vehicles or vehicle powered by propane.
- 4.6.7.4 Solid waste containers, grease containers, recycling containers, and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof enclosure.
- 4.6.7.5 Enclosures shall be designed and located to be visually integrated with the site.
- 4.6.7.6 All Outdoor Storage is prohibited.

4.6.8 Wellhead Protection

- 4.6.8.1 Notwithstanding the regulations and the permitted and discretionary uses of this District,

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developments located within the Wellhead Protection Area shall conform to the regulations and use prohibitions described in Subsection 7.4.2.

4.6.9 Special Variance Considerations

4.6.9.1 Notwithstanding the variance regulations set out in 1.14, the following variances may also be considered within this District:

- a. Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow 20% of the building to exceed the maximum height by up to 20%. No height variances shall be granted beyond the 20% relaxation.
- b. The required eave line height of a proposed development may be raised to 9.0 m where the Development Authority is satisfied that the intent of the “Massing and Scale Guidelines” in Section 11: Community Architectural and Urban Design Standards, are still met.
- c. The required eave line height of a proposed mixed-use development which includes Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing above the main floor, may be raised to 11.0 m where:
 - i. the development includes a full story dedicated to Perpetually Affordable Housing, Employee Housing, or Common Amenity Housing above the main floor,
 - ii. where the Development Authority is satisfied that the intent of the “Massing and Scale Guidelines” in Section 11: Community Architectural and Urban Design Standards are met, and
 - iii. where the Development Authority is satisfied that there is no impact on access to light for neighbouring properties, the protection of views from neighbouring properties and the privacy for neighbouring properties. **[2021-21]**

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14.24 TC-1 TOWN CENTRE CREEKSIDE DC DISTRICT [03(Z)2009DC]**14.24.1 Purpose**

To provide for a broad range of commercial, entertainment, cultural, and residential uses in mixed-use buildings on Lot 3, Block 70, Plan 1095F. The District provides for site-specific setbacks from Policeman Creek and the eastern boundary of Lot 3 to ensure that future development is integrated with adjacent lands.

14.24.2 Permitted Uses

Amusement Arcades
Arts and Crafts Studios
Athletic and Recreational Facilities
Convention Facilities
Commercial Printing Establishments
Cultural Establishments
Dwelling Units in Mixed Use Buildings
Eating Establishments
Employee Housing
Entertainment Establishments
Financial Institutions
Home Occupation - Class 1
Medical Clinics
Offices above the main floor
Parks and Playgrounds
Personal Service Business
Public and Quasi-Public Buildings & Uses
Public Utilities
Retail Stores
Visitor Accommodation

14.24.3 Discretionary Uses

Cannabis Retail Store
Drinking Establishments
Employee Housing
Home Occupation - Class 2
Hostel
Liquor Stores
Offices on the main floor
Parking Areas
Private Clubs
Schools, Commercial
Schools, Post-secondary
Schools, Private
Seasonal/Temporary Business
Signs
Taxi Stands

Tourist Homes**14.24.4 Regulations**

- 14.24.4.1 The minimum site area shall be 300.0m².
- 14.24.4.2 The minimum site width shall be 7.6m.
- 14.24.4.3 The maximum gross floor area shall be 2.0 F.A.R.
- 14.24.4.4 The minimum gross floor area shall be 1.25 F.A.R.
- 14.24.4.5 The front and rear property lines shall be the build-to lines.
- 14.24.4.6 The minimum side yard depth on the west property line shall be zero. **[2023-18]**
- 14.24.4.7 Notwithstanding any other regulations in the Land Use Bylaw in regard to minimum development setbacks from the top of bank, the minimum side yard depth from the east (creekside) property line shall be as follows: **[2023-18]**
- a. For structures and development on the first floor (where the top of the first floor is no more than 4.0m above grade and “grade” is determined by the geodetic elevation of the sidewalk on Main Street): 2.0m for a maximum of 30% of the length of the east elevation of the building and 5.0m for a minimum of 70% of the length of the east elevation of the building.
 - b. For structures and development on the second floor (assumed to be approximately between 4.0m and 7.0m above grade): 6.0m for a maximum of 40% of the length of the building elevation and 8.0m for a minimum of 60% of the length of the building elevation.
 - c. Notwithstanding these setback requirements, the Development Authority may approve a development permit for patios or other open, public-oriented spaces within the 5.0m at-grade setback if such spaces are less than 0.3m above the elevation of the adjacent Main Street sidewalk and provided that such public spaces provide direct access to the adjacent public property.
 - d. Any roof structures above the maximum eaveline height shall be sloped away from the side yard in accordance with Section 11, Community Architectural and Urban Design Standards. Although dormers may be allowed above 7.0m, these projections should be minor and allow the majority of the elevation to be roof. **[2023-18]**
- 14.24.4.8 The minimum setback for any surface parking or loading areas shall be 5.0m from the east (creekside) property line.
- 14.24.4.9 The maximum building height shall be 11.0m with a maximum eave-line height of 7.0m.

14.24.5 Design Requirements

- 14.24.5.1 A pedestrian-oriented streetscape on the south (Main Street), east (Policeman Creek) and north (laneway) sides of the site shall be established in accordance with the “Town Centre Enhancement Concept Plan” incorporating such design elements as: wide sidewalks, arcades, pedestrian scale street lighting, bicycle parking, canopies, vestibules, façade treatments that

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are sensitive to sidewalk location on a site specific basis, and, subject to the requirement for permeability of façades by the use of glass and doors in Section 11, Community Architectural and Urban Design Standards.

14.24.5.2 A creek-oriented pedestrian environment which integrates both the private and public realms between development on Lot 3 and the banks of Policeman Creek shall be created along and adjacent to the entire eastern portion of the site.

14.24.5.3 Variances to Height

Where the Development Authority is satisfied that the architectural integrity of a building would be enhanced, variances may be granted to allow 20% of the building to exceed the maximum height by up to 20%. No height variances shall be granted beyond the 20% relaxation.

14.24.5.4 Potential Variances to Setbacks from East Property Line.

If the Development Authority is satisfied that:

- a. A proposed development would make significant contributions to the public realm in excess of the normal landscaping requirements for adjacent boulevards and open space; and,
- b. A proposed development would result in an equal or improved aquatic habitat in Policeman Creek as determined by Alberta Fish and Wildlife and/or an independent third party biologist acceptable to the Town of Canmore, variances may be granted as follows:
 - i. For the first floor of structures: A maximum variance of 0.5m (to allow a 1.5m setback) for 30% of the length of the building and a maximum variance of 1.0m (to allow a 4.0m setback) for 70% of the length of the building.
 - ii. For the second floor of structures: A maximum variance of 1.0m (to allow for a 5.0m setback) for 40% of the building elevation and a maximum variance of 1.0m (to allow for a 7.0m setback) for 60% of the building elevation.
 - iii. No further side yard setback variances shall be granted by the Development Authority. **[2023-18]**
- c. In considering whether or not any of the above-described variances may be warranted, the Development Authority shall take into consideration the following:
 - i. Whether the proposed enhancement is compatible with design ideas for the area in the 1998 Town Centre Enhancement Concept Plan;
 - ii. The quality and quantity of the integration between the private and public spaces proposed between the building and the bank of the creek;
 - iii. The extent to which the design would connect with Main Street and the existing pedestrian system adjacent to Policeman Creek, and;
 - iv. The feasibility of proposed enhancement on Crown lands and bed and shore of Policeman Creek.

14.24.5.5 Offices on Main Floor

A successful pedestrian oriented and interesting downtown streetscape requires main-floor businesses that engage pedestrians. A proliferation of offices on the main floor may not

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achieve this objective. Therefore, proposals for main floor offices will be evaluated in regard to their effectiveness in maintaining or improving the pedestrian-oriented design requirements described in Subsections 14.24.5.1 and 14.24.5.2. Specifically, development permit applications for main floor offices will be evaluated in accordance with the following criteria in determining a proposal's effect on the streetscape:

- a. At least 66% of office space should be located on the second floor with a relatively small main-floor office area at the storefront;
 - b. If more than 25% of the existing block face on which the proposed development is located is non-retail and/or non-restaurant frontage, then additional storefront office space should not be approved;
 - c. Proposed main floor office space may be approved notwithstanding (a) and (b) above, if it faces an alley;
 - d. Proposed main floor office space may be approved notwithstanding (a) and (b) above, if more than 25% of the existing block face on which the proposed development is located is vacant at the time of the application;
 - e. Proposed main floor office space may be approved notwithstanding (a) and (b) above, if the development proposes a substantial enhancement to the public/private realm adjacent to the building.
- 14.24.5.6 Design of buildings shall complement the mountain community of Canmore and must be in conformity with Section 11, Community Architectural and Urban Design Standards.
- 14.24.5.7 In order to achieve a pedestrian oriented site, parking and loading shall be designed to minimize visual impact, impacts on pedestrian activity and shall be setback a minimum of 5.0m from the east (creekside) property line of Lot 3. Techniques to achieve this may include structured parking, shared parking, cash-in-lieu of parking, and intensive landscaping. The developer/builder may be required to identify any proposed or possible parking sites. Where structured parking is provided, it shall be integrated into the building design, preferably underground.
- 14.24.5.8 The building elevations facing Main Street, Policeman Creek and the laneway shall all be considered as frontages.
- 14.24.5.9 Signage shall be designed to be oriented toward pedestrians and may be allowed on each of the three lot frontages.
- 14.24.5.10 Development permit Applications shall include professionally produced streetscape drawings or three-dimensional simulations of the overall development as viewed from public sidewalks and other public areas.
- 14.24.5.11 Garbage containers and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof garbage enclosure as part of an approved collective garbage facility. Garbage enclosures shall be designed and located to be visually integrated with the site.
- 14.24.5.12 Outdoor storage is strictly prohibited.

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14.24.6 Dwelling Units and Tourist Homes shall:

- a. have an entrance that is separate and distinct from the entrance to any commercial component of the building;
- b. not be located below the second storey;
- c. not be located on the same floor as a non-residential use unless there is a physical separation of uses and separate entrances to the satisfaction of the Development Authority;
- ~~d. parking for tourist homes shall be provided on site as for residential dwelling units in accordance with Section 2, General Regulations.~~

14.24.7 Employee Housing shall:

- a. be accessory to a principal use.
- b. be integrated into the principal building.
- c. not be located below the second storey of a mixed use building but may be allowed in the basement of a mixed use building at the discretion of the Development Authority.
- d. not be located on the same floor as a non-residential use unless, there is a physical separation of uses and separate entrances to the satisfaction of the Development Authority.

14.24.8 Parking Alternatives

14.24.8.1 The Development Authority may, at its discretion, approve cash-in-lieu of parking for the difference between the total number of required parking stalls and the number of parking stalls provided within the development.

14.24.8.2 The Development Authority may allow a portion of the parking required by a development to be provided in an off-site location within the TC District only.

14.24.9 Additional Requirements

14.24.9.1 Green building Standards:

Prior to the issuance of a development permit, "green" building standards must be established; that is, construction standards which achieve, as a minimum, a "Built Green" silver certification or equivalent. Monitoring and reporting on compliance with the "green building" standards shall be the responsibility of the developer. The development of standards and the monitoring requirements shall be a condition of any development permit issued in this land use district.

14.24.9.2 Construction Management:

A detailed Construction Management Plan shall be required as a condition of a development permit in order to ensure that the bed and banks of Policeman Creek are protected during and after construction and that the public walkways adjacent to the site, including Main Street, are not unduly obstructed.

14.24.9.3 A Sustainability Screening Report is required by the Town as part of the Development Permit

application process for developments with a GFA of 500m² or more in accordance with Section 1, Administration, and the Town of Canmore Sustainability Screening Process.

14.24.10 Development Authority

14.24.10.1 The Municipal Council of the Town of Canmore shall be the Development Authority for applications for all structural developments within this District.

14.24.10.2 The Development Authority for all non-structural development, including changes of use or signage within this District, shall be the Development Officer.

14.24.10.3 The Development Officer, at his or her discretion, may refer any development permit applications for non-structural developments to the Canmore Planning Commission.

RFD Submitted
February 4, 2025

14.32 CANMORE HOTEL DIRECT CONTROL DISTRICT [2015-15]

14.32.1 Purpose

To preserve the heritage and character of the Canmore hotel and allow for complementary development on those areas of the site not considered part of the historic development.

14.32.2 Area Differentiation

The subject property shall be divided into two sites for the purpose of differentiating uses and architectural regulations that apply to each site as shown in Figure 1. Area A shall be defined as the western portion of the parcel including the historic Canmore Hotel but excluding the shed addition to the east of the building as existing on site on January 1, 2014. Area B shall be the remainder of the property.

14.32.3 Area A - Permitted Uses

Eating Establishments
Visitor Accommodation
Drinking Establishments – Main Floor

14.32.4 Area A - Discretionary Uses

Arts and Crafts Studios
Athletic and Recreational Facilities
Cannabis Retail Store
Convention Facilities
Commercial Printing Establishments
Cultural Establishments
Day Care Facility
Drinking Establishments – Above the main floor
Dwelling Units in Mixed Use Buildings
Employee Housing
Entertainment Establishments
Financial Institutions
Laundromats
Liquor Stores
Home Occupation - Class 1
Home Occupation - Class 2
Hostel
Medical Clinics
Offices
Parking Areas and Structures
Personal Service Business
Private Clubs
Public and Quasi-Public Buildings & Uses
Retail Stores to a maximum GFA of 2,000 m²
Retail Food Stores (maximum GFA 1,100m²)
Schools, Commercial

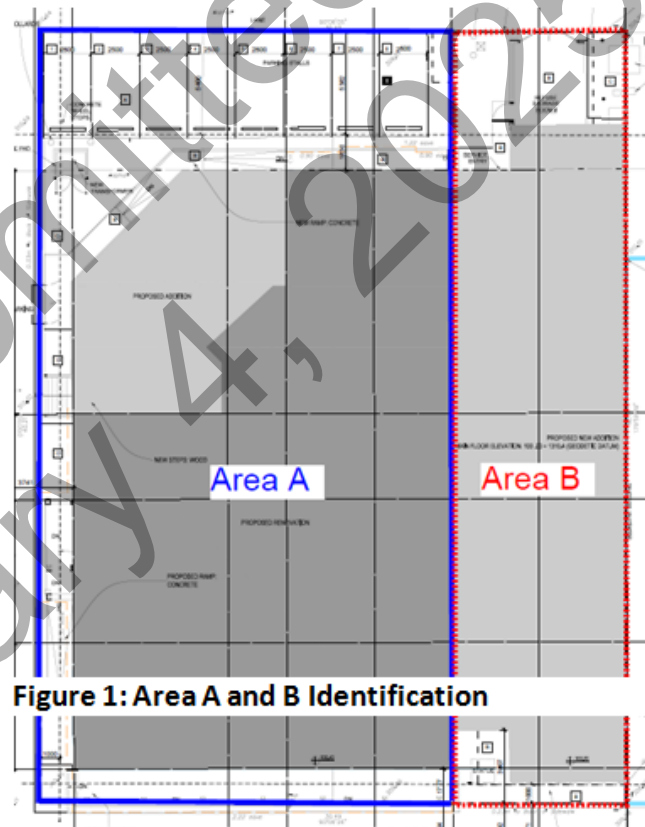


Figure 1: Area A and B Identification

14 DIRECT CONTROL DISTRICTS

Schools, Post-secondary
Schools, Private
Seasonal/Temporary Business
Signs
Taxi Stand
Tourist Home

14.32.5 Area B Uses

The permitted and discretionary uses for Area B shall be the same as those of the Town Centre District (TC).

14.32.6 Regulations

14.32.6.1 The minimum site area shall be 1224m². No further subdivision of the site shall be permitted.

14.32.6.2 The maximum floor area ratio shall be 2.0.

14.32.6.3 The minimum floor area ratio shall be 0.8.

14.32.6.4 The development footprint for all buildings on site shall be no greater than the total footprint identified in Subsection 14.32.13.

14.32.6.5 Maximum building envelope for Area A

- a. The maximum building height shall be 9.52m as measured from the grade of the property where it intersects the sidewalk at the southwest corner of the lot as shown in 14.32.13. No alterations are permitted to the roof form and building mass of the Canmore Hotel unless approved by the Town pursuant to the Historic Resource Designation Bylaw 2015-16. Roof Form and massing shall be consistent with the historic image attached as 14.32.14 to this district.
- b. Chimneys shall be allowed to exceed the maximum height of the building at the discretion of the development authority.
- c. Mechanical systems, satellite dishes and other building systems shall not be visible from the street.
- d. The maximum building footprint shall be as shown on the plot plan in Section 14.32.13.
- e. The boundary between Areas A and B is not considered a yard with respect to setbacks. Buildings shall be permitted to straddle this boundary or extend past it.
- f. At the discretion of the development authority and with consent of the Town of Canmore, encroachments may be permitted into the road right of way to preserve the historic verandah along Main Street and the historic eave line. Such encroachments shall not be considered a variance to the Land Use Bylaw. No encroachments shall be permitted into the rear lane.

14.32.6.6 Maximum building envelope for Area B

- a. The maximum building height in area B shall be 13.57m as measured from the grade of the property where it intersects the sidewalk at the southeast corner of the lot as shown in 14.32.13 and where the roof of the building steps back from the perimeter of the

building in a manner similar to the illustrations in Figures 2 and 3.



Figure 2. Area B west elevation building mass sample

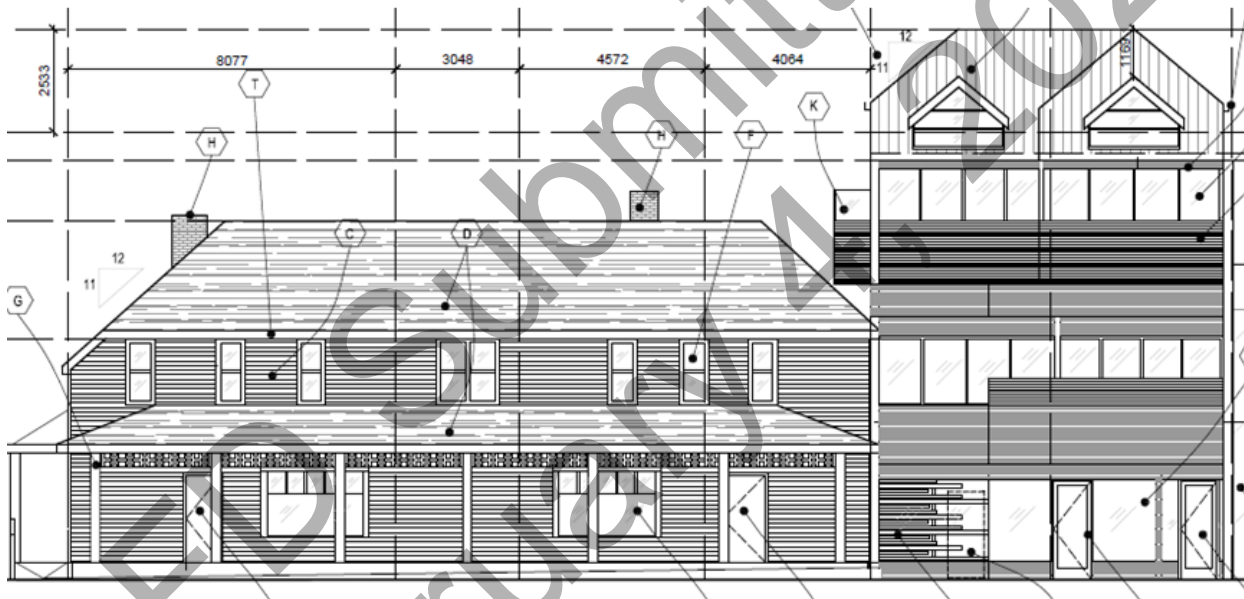


Figure 3. Area B south elevation building mass sample

- b. The maximum building footprint shall be as shown on the plot plan attached in Section 14.32.13.
- c. Encroachments into the road right along Main Street may be permitted in accordance with Section 11. No encroachments shall be permitted into the rear lane.
- d. Chimneys shall be allowed to exceed the maximum height of the building at the discretion of the development authority.

14 DIRECT CONTROL DISTRICTS

14.32.7 Design Requirements

14.32.7.1 General

- a. All businesses adjacent to a public street and/or sidewalk shall have a functional entrance that faces that street/sidewalk. No business shall be permitted to turn its back to a street or public walkway. Where businesses have multiple street frontages, functional entrances may be required for each frontage at the discretion of the Development Authority.
- b. Signage shall be oriented to the pedestrian sidewalk.
- c. Garbage containers and waste material shall be stored either inside a principal building or, at the discretion of the Development Authority, in a weatherproof and animal-proof garbage enclosure if such an enclosure is required to accommodate a Town-approved solid waste management system. Garbage enclosures shall be designed and located to be visually integrated with the site.
- d. Outdoor storage is prohibited.

14.32.7.2 Area A

- a. Notwithstanding Section 11, building design for Area A shall be consistent with heritage character of the historic Canmore Hotel. Building massing, roof form, materials and colours shall reflect the heritage of the building. Where there is a conflict between historical elements and design and Section 11, historical elements and design shall prevail.

14.32.7.3 Area B

- a. Design of buildings on Area B shall be sensitive to the historic character of the Canmore Hotel and shall conform to Section 11, the Community Architectural and Urban Design Standards. Where conflict may arise between design sensitivity to the historic character of the Canmore Hotel and Section 11, design sensitivity shall prevail.

14.32.8 Discretionary Use Regulations

14.32.8.1 The criteria for offices on the main floor as a discretionary use shall be the same as those of the Town Centre District (Subsection 4.1.4).

14.32.8.2 The criteria for dwelling units ~~and tourist home~~ as a discretionary use shall be the same as those of the Town Centre District (Subsection 4.1.4).

14.32.8.3 The criteria for employee housing as a discretionary use shall be the same as those of the Town Centre District (Subsection 4.1.4).

14.32.9 Required Parking and Parking Alternatives

14.32.9.1 Notwithstanding Subsection 2.7, the total parking stalls required for development of Areas A and B is ten (10) stalls. Two (2) stalls have already been provided as cash in lieu therefore eight (8) physical stalls are required within the district.

14.32.9.2 The Development Authority may, at its discretion, approve cash-in-lieu of parking for any of

the required 8 physical parking stalls.

14.32.9.3 Four vertically stacked parking stalls shall be permitted with access to the lane on the north-eastern side of the site. At the discretion of the development authority more than 4 vertically stacked parking stalls may be permitted where in the opinion of the development authority, they do not create excessive negative impact on views from the civic plaza.

14.32.9.4 For the purpose of calculating required parking per Subsection 14.32.9.1, vertically stacked parking stalls shall only be credited as a single parking stall rather than two and any on street stalls shall not be credited.

14.32.9.5 Secure and permanent parking for bicycles shall be designed in conformance with Section 11 for a minimum of 10 bicycles.

14.32.10 Historic Resource

14.32.10.1 This direct control district has been crafted to facilitate the preservation of the Canmore Hotel historic resource. No further variances shall be granted pursuant to Subsection 7.7.5.6. Any variance request must conform to the criteria for variances set in Section 1.14.

14.32.10.2 Those portions of the development in this district identified as significant under a municipal historic resource designation bylaw shall be shall be protected in accordance with the historic resource bylaw. All development applications that impact these historic portions of the development shall require prior consent of the authority designated by the Town of Canmore in accordance with Bylaw 2015-16.

14.32.11 Development Authority

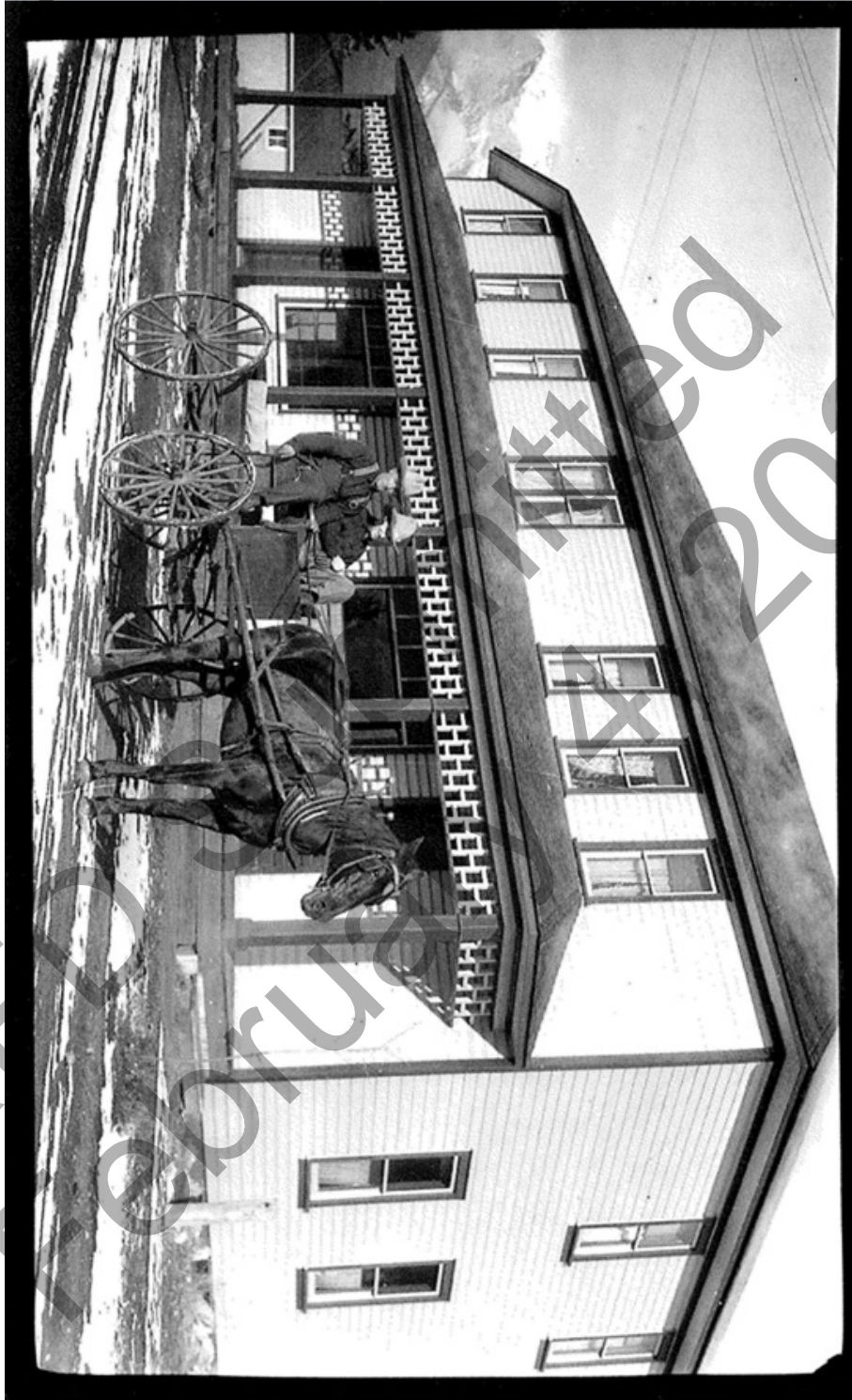
14.32.11.1 The development authority for the initial restoration of the Canmore Hotel (Area A) and initial development of Area B shall be Council.

14.32.11.2 The development authority for any subsequent development or change of use shall be the Development Officer.

14.32.12 Sustainability Screening Report

No Sustainability Screening Report is required within this district.

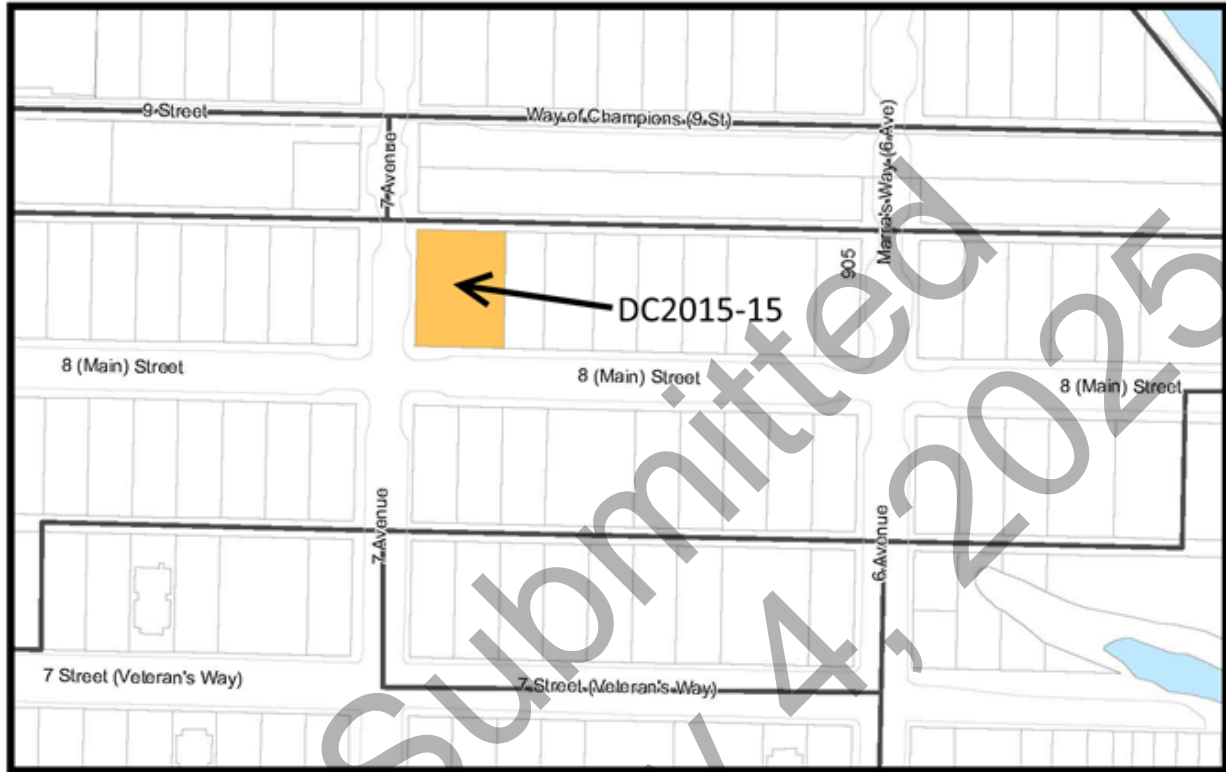
14.32.14 Area A Historic Building Form and Mass



14 DIRECT CONTROL DISTRICTS

14.32.15 Schedules

Schedule A: Location Map of DC2015-15 Canmore Hotel Direct Control District





Request for Decision

DATE OF MEETING: March 11, 2025 **Agenda #: G 2**

TO: Council

SUBJECT: Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07

SUBMITTED BY: Chelsey Gibbons, Manager of Finance

RECOMMENDATION: That Council give second reading to Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07.

That Council give third reading to Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07.

EXECUTIVE SUMMARY

Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07 received first reading on February 11, 2025 and was publicly advertised for two consecutive weeks in the Rocky Mountain Outlook and on the Town of Canmore website.

Administration's analysis on this matter was presented at first reading of this bylaw. Please see Attachment 2 for the Request for Decision and related attachments presented at first reading.

ATTACHMENTS

- 1) Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07
- 2) RFD and attachments from the February 11, 2025 Special Council Meeting

AUTHORIZATION

Approved by: Sally Caudill
Chief Administrative Officer

Date March 4, 2025



BYLAW 2025-07

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AUTHORIZE COUNCIL TO LEND MONEY TO CANMORE COMMUNITY HOUSING CORPORATION (the “CORPORATION”)

WHEREAS pursuant to sections 265(1) of the *Municipal Government Act*, RSA 2000 c.M-26, a municipality is permitted to loan money to one of its controlled corporations or a non-profit organization;

AND WHEREAS the Town of Canmore views the development of affordable housing in Canmore as beneficial to the community and wishes to support such development;

AND WHEREAS the Corporation is a non-profit organization that is wholly owned by the Town of Canmore;

AND WHEREAS the Corporation has requested assistance in its housing development project from the Town of Canmore, through the provision of a loan;

AND WHEREAS the Town wishes to enter into a loan agreement whereby the Town shall lend the Corporation \$12,000,000 (the “Loan”);

AND WHEREAS the Corporation will use the Loan for the construction of a residential development which will be a purpose-built rental complex at 100 Palliser Lane;

AND WHEREAS the principal amount of outstanding debt of the Town of Canmore at December 31, 2023 is \$37,312,622, and no part of the principal or interest is in arrears;

AND WHEREAS as of December 31, 2023, the Corporation owes the Town of Canmore \$5,218,153. None of the principal or interest is in arrears;

AND WHEREAS the Council of the Town of Canmore considers that the money loaned to the Corporation under the Loan to be used for a benefit that will benefit the Town of Canmore by providing further rental unit accommodations in the Town of Canmore.

NOW THEREFORE, 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 “Loan Bylaw 2025-07 – Canmore Community Housing Corporation 100 Palliser Lane”.

THE LOAN & PURPOSE

2. Council hereby authorizes the Town of Canmore to enter into a loan agreement with the Corporation for the purposes of construction at 100 Palliser Lane, in the Town of Canmore.
3. Prior to the Town of Canmore advancing any funds to the Corporation pursuant to the Loan, the Town of Canmore and the Corporation will enter into a written loan agreement consistent with the terms of this Bylaw (the “Loan Agreement”).

4. The chief administrative officer is hereby authorized to execute all necessary documents to affect the loan to Canmore Community Housing Corporation.
5. The rate of interest to be paid on the loan will be 2.57% per annum, for a term of 3 years commencing from the time the Town of Canmore advances the Loan to the Corporation under the Loan Agreement (the “Term”).
6. The Loan shall be repaid in one-lump sum repayment, inclusive of principal and interest, on or before the expiry of the Term.

THE SOURCES OF THE LOAN

7. The source of the money to be loaned is the Town’s cash and investments per the Town’s financial statements.

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: February 11, 2025

SECOND READING:

THIRD READING:

Approved on behalf of the Town of Canmore:

Sean Krausert
Mayor

Date

Cheryl Hyde
Manager, Municipal Clerk’s Office

Date



Request for Decision

DATE OF MEETING: February 11, 2025 **Agenda #: G 1**

TO: Council

SUBJECT: Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07

SUBMITTED BY: Chelsey Gibbons, Manager of Finance

RECOMMENDATION: That Council give first reading to Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07.

EXECUTIVE SUMMARY

Canmore Community Housing (CCH) intends to develop the site at 100 Palliser Lane into a 144-unit residential development which will be a purpose-built rental complex. To secure the construction loan to finance the development, funds will be required from the Town to support the project. CCH currently has an application submitted to the Canada Mortgage and Housing Corporation (CMHC) under their Apartment Construction Loan Program (ACLP), and CCH has insufficient available funds to provide their required portion of the funding through the program (25% of the total project construction value), due to the scale of the project. The loan would be repaid following the construction of the complex upon occupancy once CCH has a long-term insured mortgage in place.

RELEVANT COUNCIL DIRECTION, POLICY, OR BYLAWS

Under Section 265(1) of the Municipal Government Act (MGA), a municipality may only lend money to certain organizations, which includes one of its controlled corporations, and if the loan is authorized by bylaw. The bylaw must set out the amount, purpose, terms, source, and the bylaw must be advertised.

DISCUSSION

The CMHC ACLP program provides low-cost loans for developers who are building purpose-built rental apartments across Canada. A key component of acceptance under the program is that each developer is required to post equity towards the development, based on percentage of the overall project value, and depending on the organizational structure of the developer. CCH being a non-profit organization, wholly owned by the Town of Canmore requires 25% of total project construction value to be provided via owners' equity. As CCH does not have sufficient resources to cover that portion of a project of this scale, the recommendation is that the Town lend \$12 million to CCH towards their 25%.

Following completion of the construction of the complex and upon occupancy, once CCH has a long-term insured mortgage in place, the proceeds of the mortgage would be used to repay the town for the loan.

ANALYSIS OF ALTERNATIVES

For prior CCH development projects, financing had been secured through a traditional banking institution with the Town providing a loan guarantee for a portion of the project as additional security. Due to the scale and complexity of the project, a new approach is being undertaken, with construction financing through

CMHC, with required loans from the Town to help provide the portion of the project funding required from CCH.

CCH together with Town administration did explore the option of construction financing through the previous approach of a traditional banking institution, with the Town only required to provide a loan guarantee, however this was considered to be a less desirable alternative, particularly due to the significantly higher market cost of the loan, which would impact the overall cost of construction, and then the ultimate costs needed to be recovered through rental of the units as well.

By contrast, the ACLP program is a competitive program and offers significantly better terms and rates than those offered by traditional financial institutions.

FINANCIAL IMPACTS

The amount of the loan is significant and represents a major investment of Town resources into the project. The funds are recommended to come from the Town’s investment portfolio. The interest rate specified in the loan bylaw is set to be a rough proxy of what the funds would have earned while invested in the Town’s portfolio to minimize any further impacts to the Town. Additionally, Town and CCH administration have been in communication with CMHC to work to have the 25% delayed to as late in the project as possible, rather than as the first dollars in, again to mitigate the risk to the Town and the opportunity cost of those funds being tied up in the project, rather than earning investment income.

INTEREST HOLDER ENGAGEMENT

CCH has communicated this proposed funding approach, including the requirements from CMHC and the intended loan from the Town with their Board of Directors at several board meetings.

ATTACHMENTS

- 1) Canmore Community Housing 100 Palliser Lane Loan Bylaw 2025-07

AUTHORIZATION

Submitted by: Chelsey Gibbons
Manager of Financial Services Date: January 26, 2025

Approved by: Whitney Smithers
General Manager of Municipal Infrastructure Date: January 30, 2025

Approved by: Sally Caudill
Chief Administrative Officer Date: February 4, 2025



BYLAW 2025-07

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO AUTHORIZE COUNCIL TO LEND MONEY TO CANMORE COMMUNITY HOUSING CORPORATION (the “CORPORATION”)

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- 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
 Manager, Municipal Clerk’s Office

 Date