



BYLAW 2025-05

A BYLAW OF THE TOWN OF CANMORE, IN THE PROVINCE OF ALBERTA, TO ADOPT THE TOWN CENTRE 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 “Town Centre Area Redevelopment Plan Bylaw 2025-05.”

PROVISIONS

- 2 Town Centre Area Redevelopment Plan Bylaw 2025-05 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 This bylaw comes into force on the date it is passed.

FIRST READING: April 1, 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 approved by: _____



connect downtown

Town Centre Area Redevelopment Plan

DRAFT - February 2025

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Town Centre Area Redevelopment Plan
Bylaw 2025-05

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Acknowledgments

The Town of Canmore would like to thank the contributions of the community, interest holders, and partners that participated in the Connect Downtown process and the development of this plan.

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1.

Administration



1. Administration

The Town Centre Area Redevelopment Plan (ARP) provides a framework to guide the continued growth, change, and evolution of Canmore’s downtown over the next 25 years. This plan articulates a clear vision for the future of downtown, supported by a land use concept, policies, and implementation framework.

Acknowledging the unique character and function of downtown, this plan aims to strike a balance by allowing new housing and commercial opportunities to support a vibrant and inclusive community while respecting the area’s important connection to the mountains and nature.

The *Town Centre ARP* was adopted by the Town of Canmore on [date], 2025 and replaces guidance in the *Town Centre Enhancement Concept Plan* (1998) for lands within the plan area (Figure 2.1).

This chapter provides information relating to the administration of the plan, including direction for its interpretation and the supporting studies that helped inform it.

Authority

We prepared this plan in accordance with the provisions of the *Municipal Government Act* (MGA) and policy requirements established by the Town of Canmore’s *Municipal Development Plan* (MDP) *Bylaw 2016-03*.

Timeframe

This plan provides a vision for the future of downtown to the year 2050, reflecting a reasonable time horizon for the plan’s relevancy and the key components of the plan within the Town of Canmore’s control to be implemented. While we expect the overall vision and direction of this plan to remain relevant for the next 25 years, it’s important to consider this plan as a living document—one that should be periodically reviewed and updated as necessary to remain aligned with community priorities and broader economic, social, and environmental changes.

Limitations

ARPs are long-term plans that provide a vision and policy direction for a specified area. Detailed site conditions will be assessed through the appropriate processes, including land use redesignation, development permit, and building permit. The regulatory landscape may continue to evolve during the applicable timeframe of this plan.

Amendments

It may be necessary to amend this plan to respond to changing conditions, circumstances, and priorities. Amendments that fundamentally alter the purpose and intent of this plan must be approved by bylaw in accordance with the *Municipal Government Act*. The development authority will be responsible for amending this plan.

Interpretation

Maps, graphics, images, and other visuals are for supplemental information and should be considered in relation to written policy. Locations of boundaries, symbols, or other identifying markers may be reasonably considered approximate by the development authority unless stated or implied otherwise.

Policy has been articulated to an extent deemed appropriate for an ARP and in relation to the applicable plan area (Figure 2.1). Where necessary, a reasonable interpretation of policy should be made with consideration for the plan's vision, goals, and policies as well as Town of Canmore bylaws, plans, and strategies.

Policy is considered mandatory. Where words such as "should" or "encourage" are used, the policy is still considered mandatory except in circumstances where the development authority deems such a requirement is not applicable, unreasonable, unattainable, irrelevant, or where alternatives are satisfactory.

Where policies or regulations between the ARP or other documents provide direction on the same subject matter, dual compliance is expected. Where dual compliance is impossible, the development authority should take reasonable steps to exercise discretion and resolve the conflict by amending the appropriate document(s).

Requirements may be deferred to other stages in the approvals process as deemed appropriate by the development authority.

Throughout this plan, the 'Town' and the 'Town of Canmore' are used interchangeably to refer to the municipal government of Canmore.

Terms defined in the Appendix are underlined when they appear in policy for convenience.

Supporting Documents

This plan was informed by the *Municipal Development Plan*; various plans, strategies, policies, and bylaws in place at the time of preparing this plan; and other studies and reports with information deemed relevant.

Notable studies and reports prepared in support of this plan include:

- Environmental Impact Statement - Downtown Canmore Area Redevelopment Plan (Management and Solutions in Environmental Science)
- Connect Downtown - Stormwater Management Feasibility Study (ISL Engineering and Land Services Ltd.)
- Connect Downtown ARP Servicing Study (CIMA+)
- Downtown Transit Terminal Assessment and Conceptual Design (Mobycon)
- Canmore Connect Downtown Mobility Assessment - Transportation Impact Assessment (WSP Canada Inc.)
- Connect Downtown Test Fit Studies (Shugarman Architecture and Design Inc.)

2.

Context





2. Context

Location


Overview

Downtown is Canmore's vibrant Town Centre, anchored by Main Street and 10 Street—two walkable commercial streets that offer shops and services for residents and a major draw for visitors. Nestled at the valley bottom between the Bow River and Policeman's Creek, downtown offers abundant access to nature, recreation, and community amenities within short walking distance, including Riverside Park, Millenium Park, and Elevation Place.

Plan Area

The plan area refers to the area of focus for Connect Downtown and defines the geographic area where the policies of this plan apply. It includes the commercial areas of Main Street, 10 Street, and Railway Avenue, as well as the adjacent residential areas.

It is bounded by major community or natural assets including the Bow River to the west, the Spur Line Trail to the north, and Centennial Park to the south. The full extent of the plan area is provided on the following page in Figure 2.1.

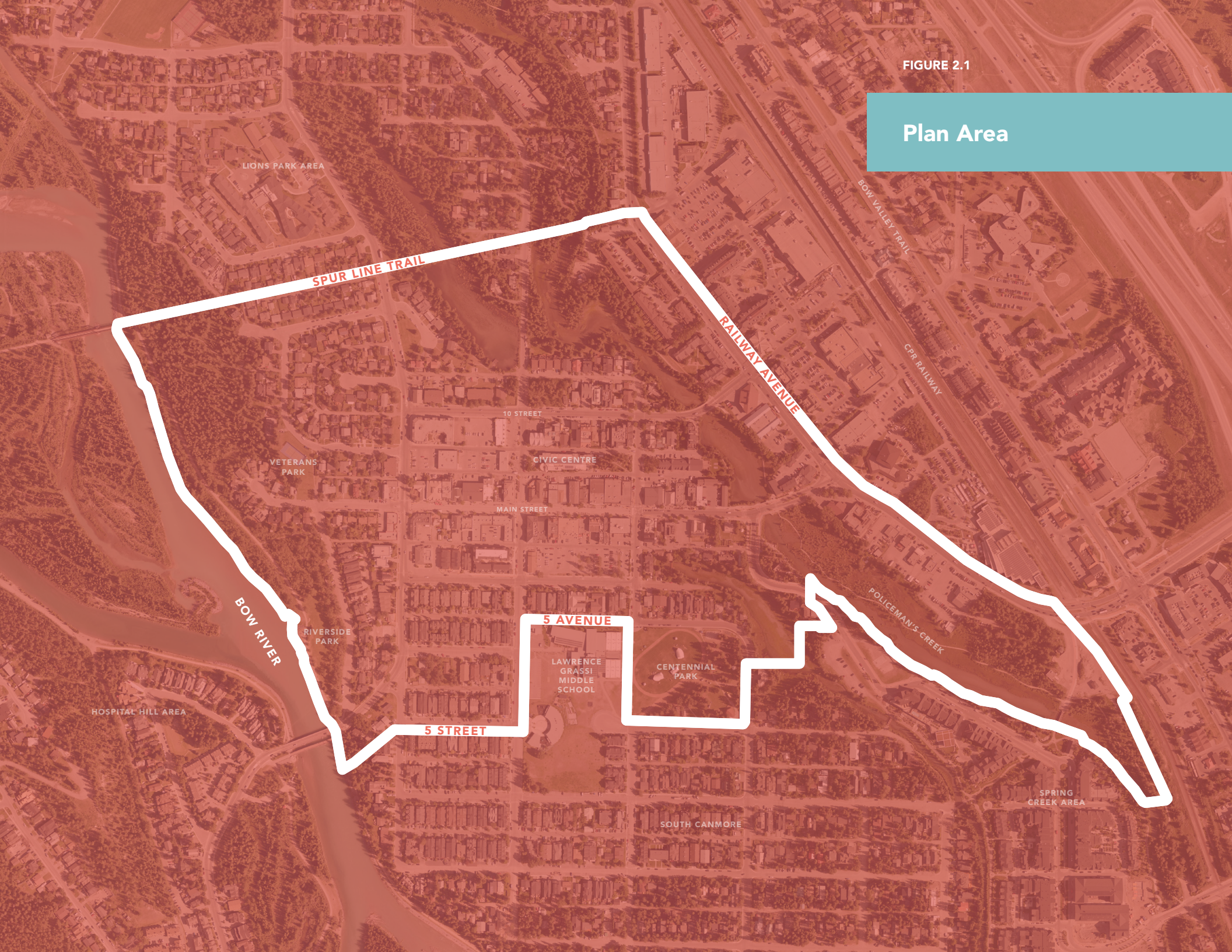


The Town Centre [...] serves as the commercial core of Canmore with 179,362 sq. ft. of retail-specific floorspace. It boasts a dense and walkable urban form, with a strong concentration of retail, accommodations, food services and many local businesses.

- Canmore Retail Gap Analysis (2023)

FIGURE 2.1

Plan Area



Development of Downtown

Downtown Canmore is located on the traditional lands of Indigenous Peoples. Historically, there is a long-standing connection to the Bow Valley around Canmore for many Indigenous nations, including Stoney Nakoda, Blackfoot, Tsuut'ina, Ktunaxa, Secwépemc, Dene, Mountain Cree, and Métis. The valley bottom, where downtown is located, and the Bow River also form part of these important lands.

The information on the following pages focuses on and summarizes the development of the downtown area since the establishment of Canmore (1884) to provide context for this plan.

The Town of Canmore is located within Treaty 7 region of southern Alberta, the traditional Treaty 7 territory, and oral practices of the Îyârhe Nakoda (Stoney Nakoda) — comprised of the Bearspaw First Nation, Chiniki First Nation, and Goodstoney First Nations — as well as the Tsuut'ina First Nation and the Blackfoot Confederacy comprised of the Siksika, Piikani, Kainai.

The information in this chapter is adapted from "Uncovering Canmore's Heritage", a Historical Context Paper prepared for the Canmore Museum and used with permission in this plan.

We would also like to acknowledge the work of Francisco Alaniz Uribe, Bitá Hatami and Vy Vu (The Urban Lab at the University of Calgary) and their analysis of the historic development pattern of the commercial area of downtown, as summarized in their report "Canmore Downtown Study" prepared for the Downtown Canmore Business Improvement Area.

Early Settlement & Growth

The formal development of Canmore began in the late 1800s when the Canadian Pacific Railway (CPR) was building its transcontinental railway across Canada and through the Bow Valley. The area that would later become Canmore was selected as a railway divisional point—a major hub along the railway to refuel and maintain locomotives and crews.

The first train passed through the area in 1884 and coincided with prospectors seeing the potential of untapped coal seams in the Rocky Mountains—kicking off interest in an industry that would drive much of the social and economic development of Canmore for the following century.

The first commercial area began to emerge by 1886 along the north side of the railway tracks. Main Street (located in the centre what is now downtown) would quickly follow. The Canmore Hotel (Main St & 7 Ave) was constructed in 1890 and is the oldest remaining building of this early settlement period today. Further developments emerged along Main Street in the years that immediately followed.

An influx of residents occurred in the early 1900s due to the growing mining economy and the closure of nearby neighbouring mines, resulting in the outward expansion of development into the areas adjacent to Main Street.

As Canmore's mines and economy continued to grow through the first half of the 20th century, so too did its population. A more complete development pattern would emerge downtown, with most lots along 6, 7 and Main Streets and the north side of 10 Street fully developing between 1926 and 1952. This included the establishment of more prominent storefront shopping environments that featured commercial businesses and shops down Main Street.



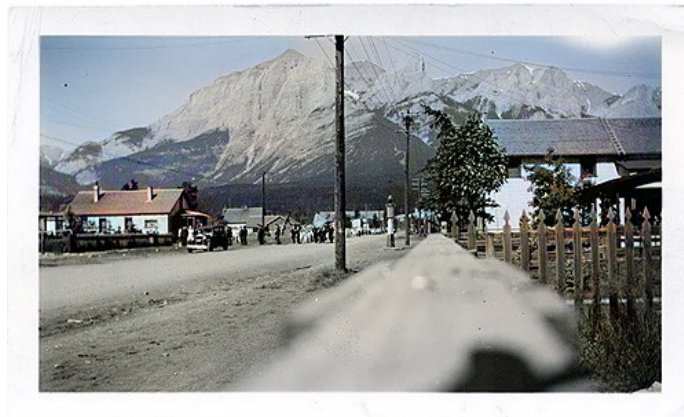
PHOTOGRAPHS FROM THE EARLY SETTLEMENT AND GROWTH PERIOD



Ralph
Connor
Church
(n.d.)



Miners
Union Hall
(n.d.)

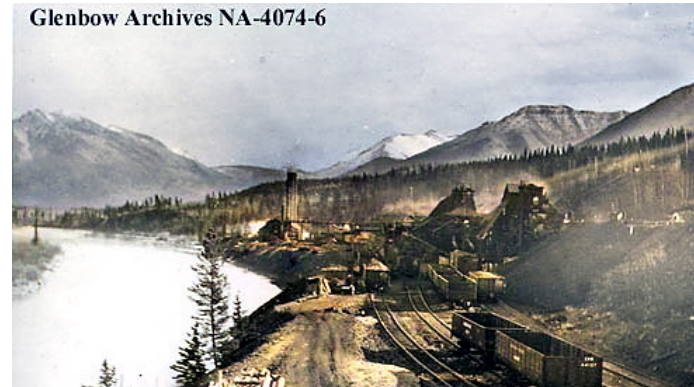


Main Street,
looking
west
(1924)



Glenbow Archives NA-3106-11

No. 1 Mine
(1913-1920)



Glenbow Archives NA-4074-6

No. 2 Mine
(1920)

Images have been colourized. Original images obtained from the Glenbow Library and Archives, Provincial Archives of Alberta, and Canmore Museum.

Rise of Tourism and Redevelopment Downtown

The period of early growth and expansion downtown in the late 19th and early 20th century was contrasted by the subsequent decline of the coal industry in the second half of the 20th century and the closure of the last mine in 1979. However, Canmore's economy had diversified by that point and the rise of tourism promised new sources of revenue and investment in the region.

The 1988 Winter Olympics marked a major turning point for Canmore that would put the town on the world stage for the first time. Hosted by Calgary, the Olympics drove significant visitation to Canmore due to its close proximity, accessibility, and its hosting of the Olympics' nordic events at the newly constructed Nordic Centre facility.

The rising awareness of Canmore as an emerging tourist and recreation destination resulted in significant investment and expansion in the early 1990s, both into the surrounding areas such as Bow Valley Trail as well as through the redevelopment of aging or underdeveloped properties in downtown Canmore.

Several area plans were approved by the Town of Canmore during this period, including the *Hyatt Regency Canmore Master Plan* (1990), *Indian Flats Area Structure Plan* (1994), *Eagle Terrace Area Structure Plan* (1996), and, to guide the urban design of the commercial area downtown, the *Town Centre Enhancement Concept Plan* (1998).



Downtown Today

Today, downtown Canmore is a developed area that has become an important place for residents and visitors alike. Few developable parcels remain vacant, with the exception of a few surface parking lots owned by the Town of Canmore. The development pattern is characterized by its mix of single-family homes, newer duplexes or multiplexes to the south, and older 1- to 3-storey commercial buildings in the commercial core.

A mix of older 3-storey apartment buildings, low density commercial uses, and surface parking line the western side of Railway Avenue, while newer, higher-density developments have occurred on the eastern side of Railway Avenue just outside the plan area.



DOWNTOWN TODAY



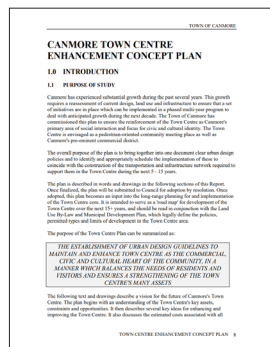
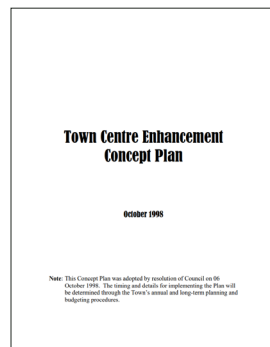
Policy Context

Town Centre Enhancement Concept Plan

The Town of Canmore commissioned the *Canmore Town Centre Enhancement Concept Plan* (TCECP) in 1998 in response to the rapid growth and rising pressure for redevelopment downtown.

The intent of the *TCECP* was to provide general urban design guidelines that would maintain and enhance the Town Centre as the commercial, civic, and cultural heart of the community in a manner which balanced the needs of residents and visitors. Importantly, the *TCECP* was not a statutory plan and its vision and recommendations were only partially realized. Further, the *TCECP* was limited to the commercial areas downtown and east of Railway Avenue.

Although Canmore continued to grow since the *TCECP* was prepared, downtown has managed to retain its function as Canmore's Town Centre. However, rising unaffordability, lack of housing diversity, increasing tourism pressures, and the emergence of other commercial areas highlighted the need to replace the *TCECP* with a statutory plan that was capable of guiding the next period of change downtown. This need was amplified with the emergence of the COVID-19 pandemic as people changed the ways they moved, gathered, and interacted with downtown.



Town Centre Area Redevelopment Plan

In 2023, following Council's approval of budget for the creation of an Area Redevelopment Plan (ARP) for the downtown area, we began scoping "Connect Downtown"—an 18 month planning process that would provide a future vision for downtown to the year 2050 and a framework to guide the area's growth and change.

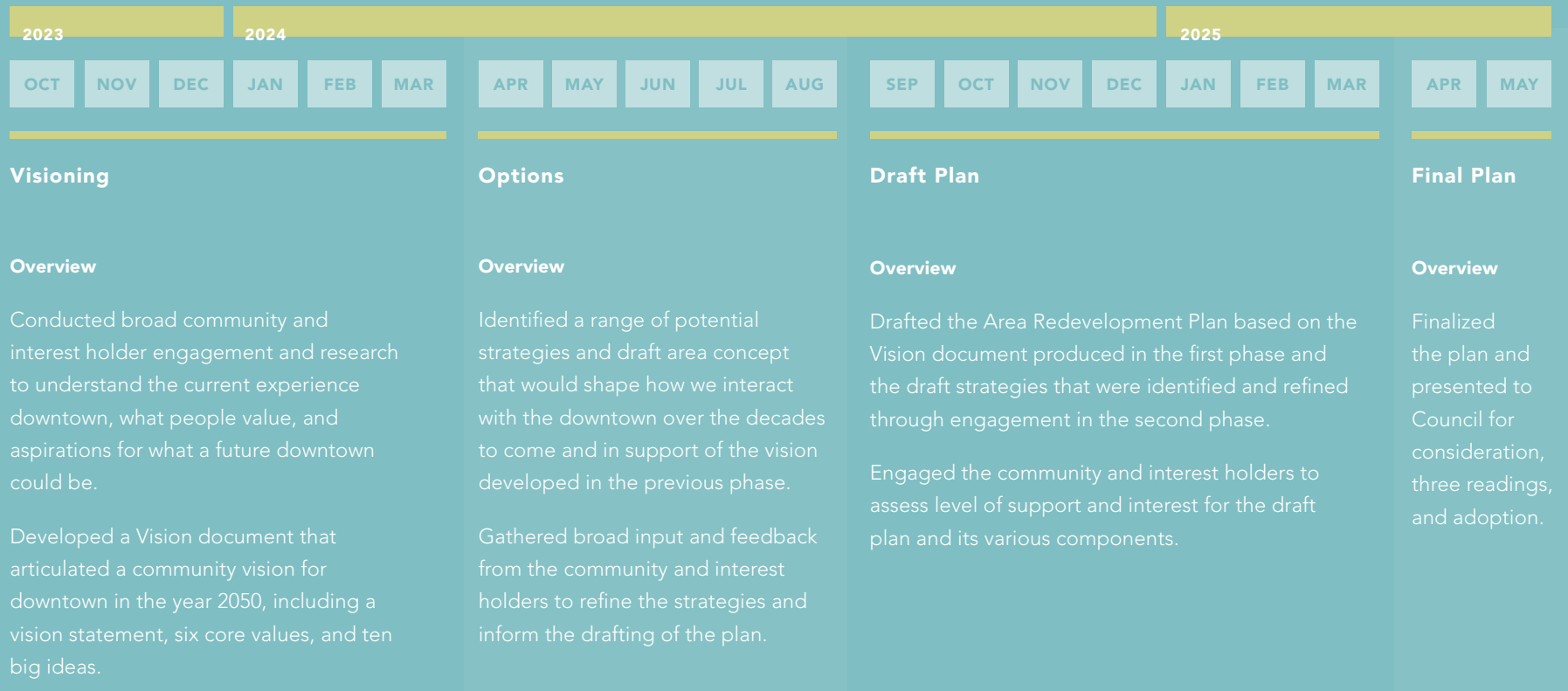
The project's full name, "Connect Downtown: Planning a Vibrant Town Centre", reflected the intent of the planning process: to reimagine how people can access, gather, and interact with a network of public spaces to support a thriving mixed-use area over the long term.

The following pages provide an overview of the Connect Downtown planning process and public engagement that occurred throughout.

Planning Process

The planning process for Connect Downtown publicly launched in October 2023 and spanned 18 months from launch to first reading by Council.

The process was broken into four distinct periods, each with opportunities for community members and interest holders to participate, share their perspectives, and contribute to the direction of the plan.



Public Engagement

How We Listened

To ensure transparency, we published a comprehensive What We Heard report after the Visioning and Options phases, detailing tactics and results. These reports were presented to Council and made available on our online engagement hub at mycanmore.ca/connectdowntown.

Through one of our largest and most innovative engagement processes ever, we received over 4,600 responses from the community. Our approach emphasized reaching underrepresented voices by complementing traditional methods with innovative engagement tactics and events to inspire a diverse cross-section of the community to participate in the process.

Engagement Approaches

Flagship Events

Our flagship event was The Warm Up—a community-oriented concert series in downtown businesses in partnership with Canmore Folk Festival. The Warm Up took place during the Visioning and Draft Plan phases, and paired engagement with a vibrant community event to draw new audiences into the process and spark imagination about the future of downtown.

Online Engagement Tools

Our engagement hub served as a centralized platform for information and feedback, featuring surveys, interactive mapping, idea submissions, and Q&A opportunities with the planning team.

Drop In Engagement

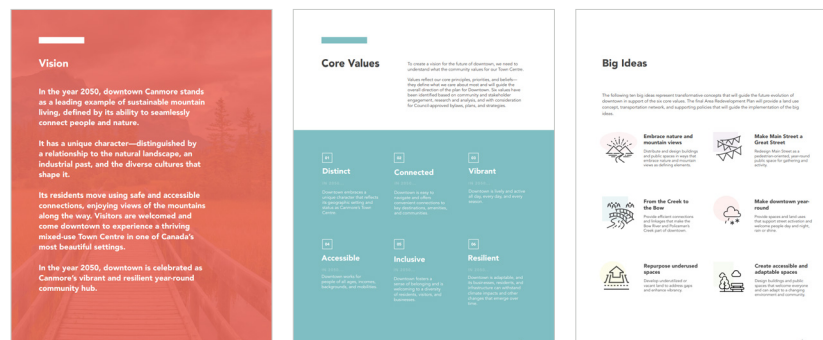
For three weeks in summer 2024, we hosted a temporary pop-up at Elevation Place, with staff present on market days to answer questions and gather input. We also attended a Canmore Young Adult Network pasta night to connect with Canmore's younger residents.

Workshops & Exercises

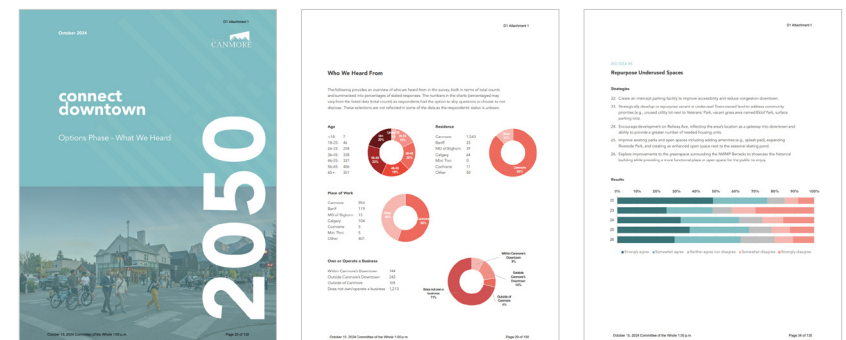
We conducted public and targeted workshops, including in-person sessions with key organizations like the Bow Valley Builders and Developers Association (BOWDA) and the Downtown Canmore Business Improvement Area, as well as virtual workshops with a diverse range of interest holders representing everything from accessibility to the environment.

We also involved middle school students through classroom exercises, fostering fresh perspectives from younger voices who will be the ones engaging with the downtown of the future.

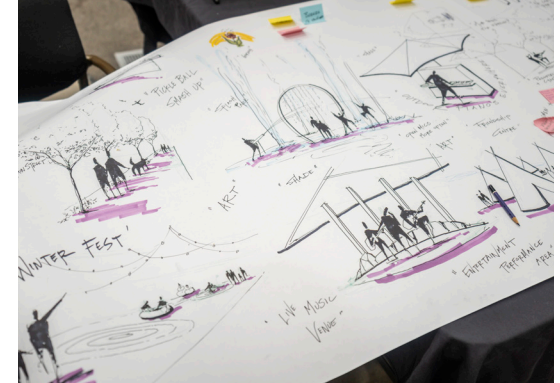
EXCERPT OF VISION DOCUMENT (VISIONING PHASE)



EXCERPT OF WHAT WE HEARD REPORT (OPTIONS PHASE)



"THE WARM UP" FLAGSHIP EVENT



Engagement Timeline



How We Shared

We used a variety of paid and unpaid channels to promote engagement opportunities, including:

Direct mailouts

Website

- Blog posts on canmore.ca
- Front page features on canmore.ca
- Clickable banners to direct visitors to engagement
- Information and engagement on mycanmore.ca

Social media (Facebook, X)

Newsletters

Newspaper advertisements (Rocky Mountain Outlook)

Radio advertisements (Mountain FM)

Large signage installed at key community locations

Pamphlets distributed from downtown businesses

Who We Heard From

We received over 4,600 inputs from a diverse representation of individuals, community organizations, industry associations and businesses—including more than 2,800 responses to our three online surveys.

Community

Across three surveys, over 90% of respondents identified as Canmore residents, with respondents aged 45 and under comprising an average of approximately 40% of the total participants. Canmore business owners and operators accounted for approximately 23% of survey participants.

Interest Groups

We heard from 14 organizations representing a diverse range of sectors, including the environment, affordability, social services, tourism, building and development, and arts and culture. Representation included Downtown Canmore Business Improvement Area, Bow Valley Builders & Developers Association, Rocky Mountain Adaptive, Canmore Community Childcare, Tourism Canmore Kananaskis, Canmore Museum, Banff Canmore Foundation, Community Cruisers, Bow Valley Immigration Partnership, Canmore Young Adult Network, artsPlace (Canadian Mountain Arts Foundation), Bow Valley Climate Action, Homelessness Society of the Bow Valley, and Bow Valley Food Alliance.

Indigenous Communities

We extended invitations to the Stoney Nakoda Nations and the Métis Nation of Alberta Region 4 to provide input throughout the process.

What We Heard

During public engagement, we heard how central our downtown is to our community, and by and large, we saw a cohesive vision for its future emerge across the feedback we received, with some specific areas of disagreement related to specific elements such as building heights, the green space referred to as Eklof Park, and lifting parking minimums.

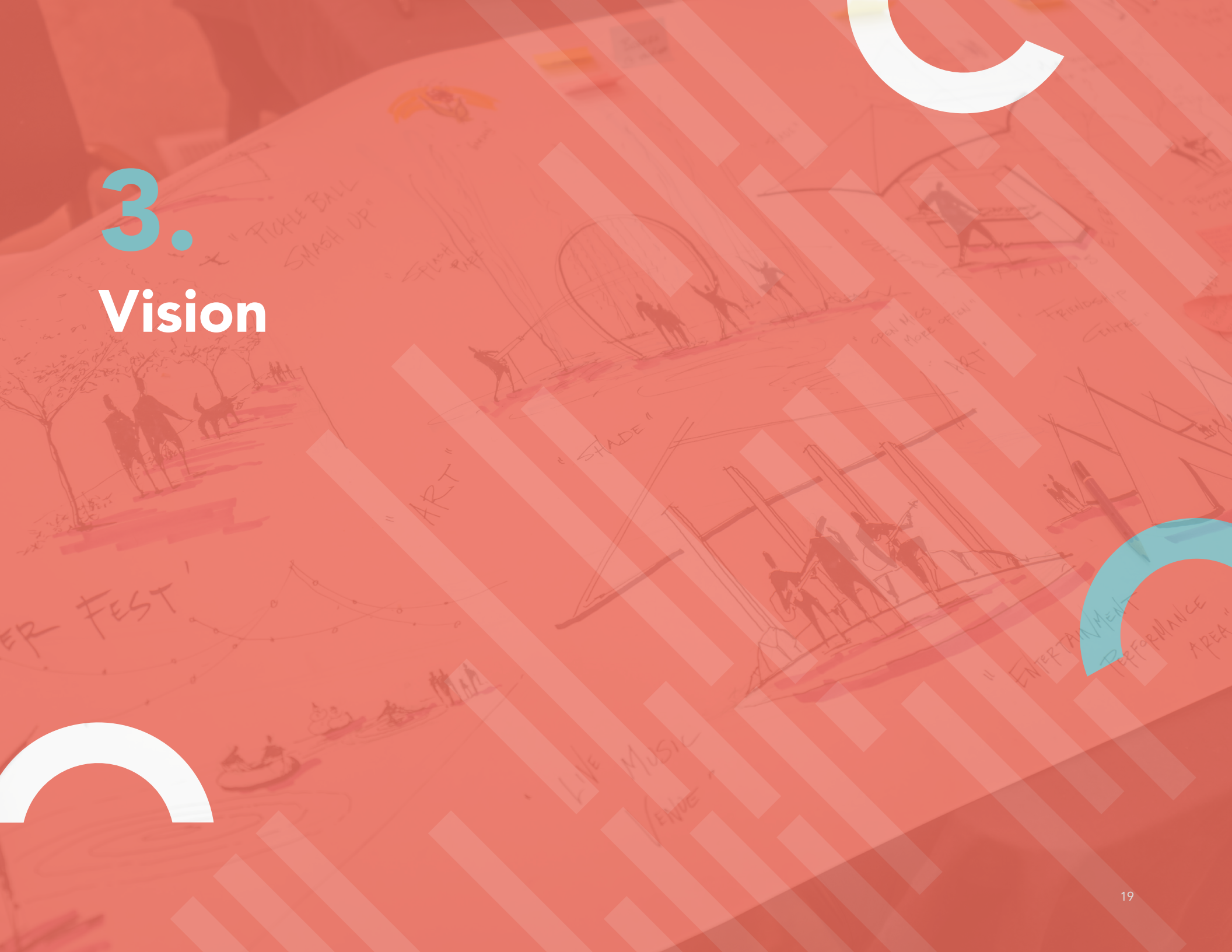
Community feedback underscored the centrality of downtown as a vibrant, walkable, and sustainable space.

Key themes included:

- A year-round, vibrant downtown
- Walkability and a focus on people
- Maintaining a strong sense of place and mountain-town character
- Opportunities to gather and connect with nature
- Leadership in sustainability
- Diverse retail and service offerings
- Moving people and vehicles efficiently

3.

Vision



3. Vision

In the first phase of Connect Downtown, we engaged the community to create a shared vision for the future of downtown.

The vision was first created to provide a clear and inspiring direction for the planning process by articulating a shared perspective on what the future downtown should look and feel like. It provided a set of goalposts that informed the development of the initial concept and strategies for the area, ensuring they aligned with and contributed to the downtown we all want to see.

Now, the vision serves as a guiding framework, providing context for the plan that can help us make some big decisions as we implement the plan and ensure projects contribute to shared long-term goals for downtown.

Components of the Vision

The vision consists of three elements: a vision statement, core values, and big ideas. We describe each of these key pieces on the following pages of this chapter.



Vision Statement

The vision statement is a forward-looking description of the future state of downtown in the year 2050. It describes how downtown should look and feel, focusing on the experience of the place. The vision statement serves as both a map and compass, helping us set our sights on where we are headed so we can take the necessary steps and decisions to get there.

“

In the year 2050, downtown Canmore stands as a leading example of sustainable mountain living, defined by its ability to seamlessly connect people and nature in an urban setting.

It has a unique character—distinguished by a relationship to the natural landscape, an industrial past, and the diverse cultures that shape it.

Its residents move using safe and accessible connections, enjoying views of the mountains along the way.

Visitors are welcomed and come downtown to experience a thriving mixed-use Town Centre in one of Canada’s most beautiful settings.

In the year 2050, downtown is celebrated as Canmore’s vibrant and resilient year-round community hub.

”

Core Values

To create a vision for the future of downtown, we needed to understand what the community values for our future Town Centre.

We identified six core values as part of the same engagement process that lead to the creation of the vision statement and big ideas. The six values are based on community and interest holder engagement, research and analysis, and with consideration for Council-approved bylaws, plans, and strategies.

The direction of this plan and the policies within it align with one or more of these core values.

Values reflect our core principles, priorities, and beliefs—they define what we care about most and helped guide the overall direction of the plan for downtown.

The Six Core Values

Value

In 2050...

01

Distinct

Downtown embraces a unique character that reflects its geographic setting and status as Canmore's Town Centre.

02

Connected

Downtown is easy to navigate and offers convenient connections to key destinations, amenities, and communities.

03

Vibrant

Downtown is lively and active all day, every day, and every season.

Value

In 2050...

04

Accessible

Downtown works for people of all ages, incomes, backgrounds, and mobilities.

05

Inclusive

Downtown fosters a sense of belonging and is welcoming to a diversity of residents, visitors, and businesses.

06

Resilient

Downtown is adaptable and can withstand climate impacts and other changes that emerge over time.

Big Ideas

While the vision statement and core values define the future downtown experience and the values it should reflect, the big ideas represent the transformative concepts that will shape downtown in support of those two elements.

We identified and refined ten big ideas with the community. The overall area concept and policies reflect each of the big ideas to ensure change supports these transformative ideas.

1



Embrace Nature and Mountain Views

Distribute and design buildings and public spaces in ways that embrace nature and mountain views as defining elements.

2



Make Main Street a Great Street

Redesign Main Street as a pedestrian-oriented, year-round public space for gathering and activity.

3



From the Creek to the Bow

Provide efficient connections and linkages that make the Bow River and Policeman's Creek part of downtown.

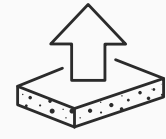
4



Make Downtown Year-Round

Provide spaces and land uses that support street activation and welcome people day and night, rain or shine.

5



Repurpose Underused Spaces

Develop underutilized or vacant land to address gaps and enhance vibrancy.

6



Create Accessible and Adaptable Spaces

Design buildings and public spaces that welcome everyone and can adapt to a changing environment and community.

7



Housing for a More Diverse Population

Provide more housing opportunities in residential areas that can meet the needs of a diverse population.

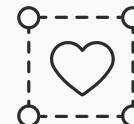
8



A Distinct Character

Create a special and unique sense of place that distinguishes downtown from other areas and celebrates its connection to nature, the mountains, and its rich history.

9



Create a Neighbourhood Heart

Establish a pedestrian-focused corridor anchored by a central plaza and captivating spaces for the community.

10



A Low-Impact Community

Design downtown in a way that fosters sustainable development and minimizes impacts on the environment.

Achieving the Big Ideas

We prepared the plan's policies and directions to align with the big ideas, ensuring they are achievable actions rather than just hopeful ambitions.

The following table highlights key policies or directions of the plan that contribute to one or more of the big ideas. The table is for information purposes only and is not an exhaustive list of all relevant policy. For each highlight, we have provided the corresponding section of the plan where you can find more information.

Big Idea	Highlights of the Plan
1 Embrace Nature and Mountain Views	<ul style="list-style-type: none"> Limits building heights to three storeys along key corridors and adjacent to public spaces (Figures 4.1, 4.2) New design guidelines that will help further preserve and frame mountain views (Sections 4.1.4, 4.2.5) Incorporates functional natural elements and materials into the design of parks and open spaces (Section 7.1.1)
2 Make Main Street a Great Street	<ul style="list-style-type: none"> Envisions Main Street as a year-round, fully pedestrianized public space that features quality streetscape materials, public art, and winter-friendly design (Figure 8.1, Section 8.1.2) Identifies appropriate land uses and provides new design guidelines that will support a vibrant Commercial Core (Sections 4.1.4, 4.2)
3 From the Creek to the Bow	<ul style="list-style-type: none"> Extends the mixed-use area one block west to connect downtown to an expanded Riverside Park and the Bow River (Figures 4.1, 4.7) Identifies a new pathway adjacent to Veterans' Park that connects the heart of downtown to the Bow River (Figure 8.1) New wayfinding and signage program to improve connectivity to these spaces (Section 4.2.6)
4 Make Downtown Year-Round	<ul style="list-style-type: none"> Prioritizes new housing for permanent residents through controls on visitor accommodation in certain areas and using Town land for affordable housing (Sections 4.1.1, 4.1.3) New design guidelines support winter use, including continuous weather protection in commercial areas (Sections 4.1.4, 4.2) Emphasizes the role of lighting to increase safety in the evenings and to foster a sense of warmth and welcome in public spaces (Section 4.2.6) Proposes new plazas and public spaces that will provide infrastructure capable of supporting year-round programming and events (Section 7.2) Identifies the use of Town land in the Civic Corridor for community-oriented uses that can provide a year-round destination or benefit to residents (Section 4.1.4) Requires street-activating commercial uses on the ground floor throughout mixed-use areas and encourages second-floor commercial to further enliven the public realm (Section 4.1.4)

Big Idea		Highlights of the Plan
5	Repurpose Underused Spaces	<ul style="list-style-type: none"> Proposes the creation of an intercept parking facility to improve accessibility and support redeveloping surface parking lots for other uses, such as affordable housing (Section 8.2.1) Enables residential uses on the unused public utility lot next to Veterans' Park (Figure 4.1, Section 7.1.3) Identifies an expansion to Riverside Park to the Town parcel to the north to address growing community needs (Section 7.1.2)
6	More Accessible and Adaptable Spaces	<ul style="list-style-type: none"> Focuses on improving the accessibility of the overall trail network through pedestrian-scale lighting, paving high-volume routes, and providing accessible grades and ramps (Section 8.3.1) Provides guidance on the design of public spaces with focus on winter-friendly design and adaptability (Section 7.2) Encourages accessible, ground floor units with direct access to the street (Section 4.1.4) Allows for more accessible units by incentivizing apartment buildings through density bonusing (Section 4.1.2)
7	Housing for a More Diverse Population	<ul style="list-style-type: none"> Allows new housing opportunities in residential areas (Figure 4.1, Section 4.1.4) Supports the creation of affordable housing on Town land and through density bonusing (Sections 4.1.2, 4.1.3) Proposes additional controls to ensure more appropriate or attainable housing choices, including minimum unit densities (Section 4.1.4) Proposes changes to the regulatory approach to parking requirements, including changes to the <i>Parking Cash-in-Lieu Policy</i> to support redevelopment downtown (Section 8.2.1)
8	Create a Neighbourhood Heart	<ul style="list-style-type: none"> Proposes a new central plaza in the centre of the Commercial Core to accommodate large events and programming (Section 7.2.2) Creates a more integrated commercial core by requiring a consistent, high-quality streetscape treatment throughout the Commercial Core and Civic Corridor areas (Section 4.2.6)
9	A Distinct Character	<ul style="list-style-type: none"> Encourages contemporary chalet architecture and provides a material and colour palette unique to downtown (Sections 4.2.2, 4.2.3) Identifies strategic opportunities for public art and provides additional direction to inform their design or function downtown (Section 5.1.2) Creates gateways or focal points at key entrances downtown to create a sense of welcome and place (Section 4.2.4) Retains key historical assets or features and supports opportunities for their enhancement (Section 5.1.1) Supports an expanded presence of Indigenous cultures downtown through placenaming and public art initiatives (Section 5.1.2)
10	A Low-impact Community	<ul style="list-style-type: none"> Commits the Town and Canmore Community Housing to strive for near net zero emissions in new developments (Section 6.2.1) Proposes incentivizing private development to achieve levels of energy efficiency that exceed the building code through density bonusing (Sections 4.1.2, 6.2.1) Prioritizes the use of Low Impact Development tools (green infrastructure) as a means to capture and treat stormwater runoff (Section 9.1.1) Directs all development to implement FireSmart best practices (Section 6.2.2) Implements the recommendations of the Environmental Impact Statement that was completed for this plan (Sections 6.1, 6.2)

What It Could Look Like

This illustration shows what the future downtown area could look like if evolves in a way that aligns with the draft plan.

Change will take place gradually over several decades. Redevelopment of private property will be the result of decisions of private property owners.

The improvements included in this plan would be paid for using different funding sources, such as developer contributions, grants, the Town's budget, or other tools as needed.



KEY HIGHLIGHTS

Here are some of the key highlights of the vision for downtown. We identified some of them on the illustration to show you what we mean.

- | | | |
|--|--|--|
| 1 New large, central plaza for gathering and events of varying sizes | 5 Transportation improvements to support vehicle movement | 9 New commercial opportunities to connect Main Street to Riverside Park |
| 2 Redesigned Main Street for pedestrians and to support year-round vibrancy | 6 Distinct streetscape treatments to visually connect the commercial areas of Main Street and 10 Street | 10 New and improved multi-use pathways and trails to make it easier to get around |
| 3 New park along Policeman's Creek with amenities for different users | 7 More diverse housing choices compatible with residential areas | 11 Improvements to existing parks and open spaces |
| 4 New connections that better link downtown to the Bow River | 8 Use of Town land for affordable housing and community-oriented uses | 12 An expansion of Riverside Park |

4.

Land Use and Urban Design





4. Land Use and Urban Design

Downtown functions as the heart and soul of our community, offering an abundance of amenities and services for residents while functioning as a major destination for visitors. Downtown is, however, at a critical juncture where its land use and urban design must adapt to meet the evolving needs of the community while preserving what makes the area special.

Downtown is characterized by a mix of lower density residential and commercial development, framed against the dramatic rise of the Rockies and anchored by Main Street. Increasing population growth, rising housing costs, visitation, and intensifying competition from other commercial nodes have highlighted the need for a more strategic approach to urban development to ensure downtown evolves in a way that is more equitable, inclusive, and in the broader public interest—ensuring the Town Centre remains the focal point of the Canmore community.

Decisions around land use and urban design are key factors for achieving this future vision. Gentle densification and the development of underused spaces will help provide adequate housing choices, commercial space, and amenities that respond to the growing needs of current—and future—

residents. Thoughtful urban design will help ensure downtown remains a place where people want to live, work, and visit. The design of public spaces, streetscapes, and buildings will balance aesthetic appeal and functionality, promoting walkability, connectivity, community interaction, and connection to the natural landscape.

This chapter provides a series of aligned policies for land use and urban design that will guide decisions around growth, investment, and development moving forward.

You can read more about our broader vision for these topics, including other applicable policies or guidelines, in the **Municipal Development Plan (MDP)** and **Land Use Bylaw (LUB)**.

Objectives

- Improve the integration of Main Street and 10 Street
- Foster a distinct character that differentiates downtown
- Effectively utilize land and make efficient use of infrastructure
- Increase housing choice to support a diverse, year-round population
- Provide opportunity for affordable housing throughout the area
- Retain mountain views from key public spaces and corridors
- Support economic investment and the viability of commercial space
- Adapt to a changing climate and improve the resilience of downtown

4.1 Land Use

Intent: Provide a balanced mix of land uses that allow for greater housing choice for residents, accommodate growing demand for services and amenities, maintain the area's connection to the mountains, and support greater year-round vibrancy in the Commercial Core.

Policy

The policies in this section provide area-specific guidance relating to land use and development. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

4.1.1 General Policy

1. Land uses and building heights should be consistent with the Land Use Concept (Figure 4.1) and the policies provided in this chapter.
2. Uses that provide a community or public benefit (e.g., childcare, arts or cultural facilities, staff accommodation, seniors or affordable housing, or transportation terminals) should be permitted broadly throughout the plan area. Relaxations or variances may be considered when necessary to support the provision of these benefits and, where appropriate, the benefits will be secured through a legal mechanism or agreement.
3. Visitor accommodation uses should be limited to the Commercial Core and Gateway character areas in accordance with the policies in Section 4.1.4.
4. The use of Direct Control (DC) districts should be discouraged outside of the Civic Corridor (Section 4.1.4) except where the development

authority determines that their use is necessary.

5. Development proposals that exceed the height limits contemplated in this plan should generally not be supported except:
 - where specified otherwise within this plan; or,
 - where the height limits of this plan would unreasonably impact a particular development due to circumstances or site-specific constraints that may not have been reasonably foreseen or contemplated in the preparation of this plan.





4.1.2 Density Bonusing

6. Additional height or density shall be enabled through density bonusing regulations in the *Land Use Bylaw (LUB)*.
7. The density bonusing regulations in the *LUB* should allow additional height and/or density in exchange for one or more of the following:
 - energy efficient buildings that significantly exceed the Alberta Building Code;
 - non-market affordable housing; or,
 - cash-in-lieu for affordable housing.
8. Density bonusing within the area covered by this plan shall be limited to the areas shown in Figure 4.2 to preserve mountain views from key corridors and public spaces.
9. Development(s) participating in density bonusing within the plan area should be limited to one storey of additional height, regardless of the amount of bonus density or height a development is eligible to receive.
10. The density bonusing regulations in the *LUB* should be updated to generally align with the policies of Section 4.1.2.

FIGURE 4.1

Land Use Concept

LEGEND

-  MIXED USE (UP TO 4 STOREYS)
-  MIXED USE (UP TO 3 STOREYS)
-  RESIDENTIAL (UP TO 3 STOREYS)
-  PARK, OPEN SPACE, NATURAL AREA, OR MUNICIPAL RESERVE

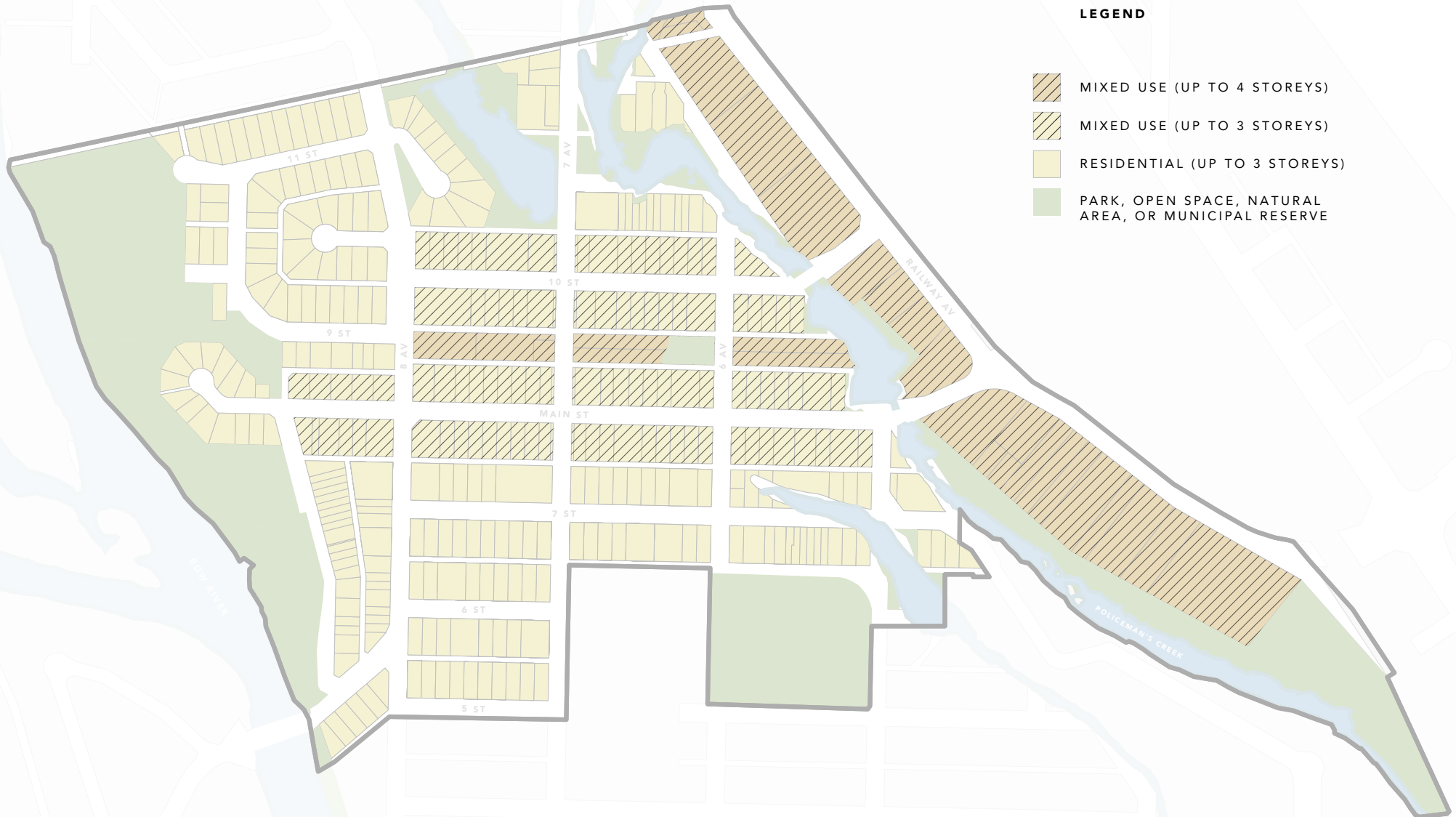
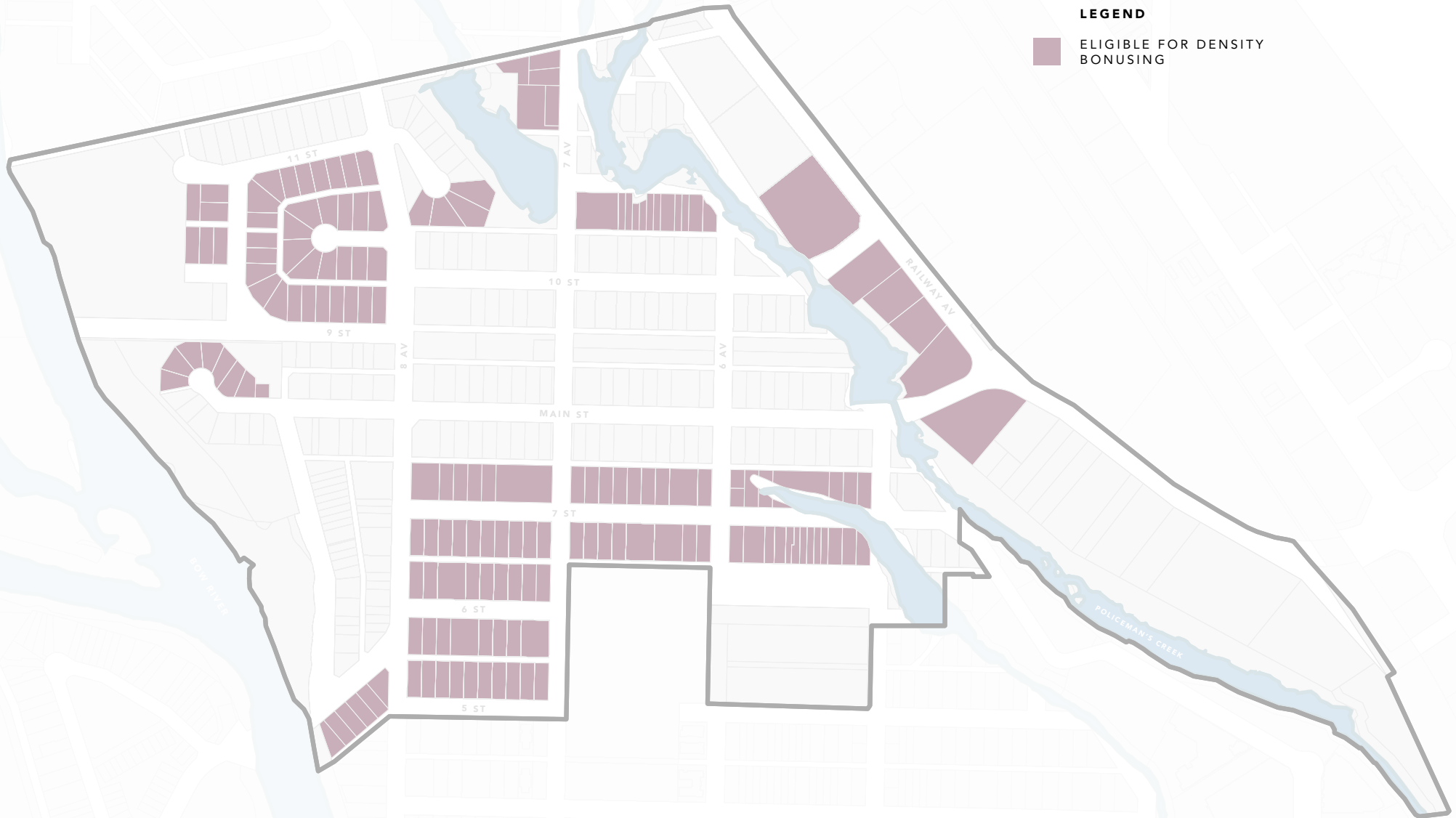


FIGURE 4.2

Density Bonusing

LEGEND

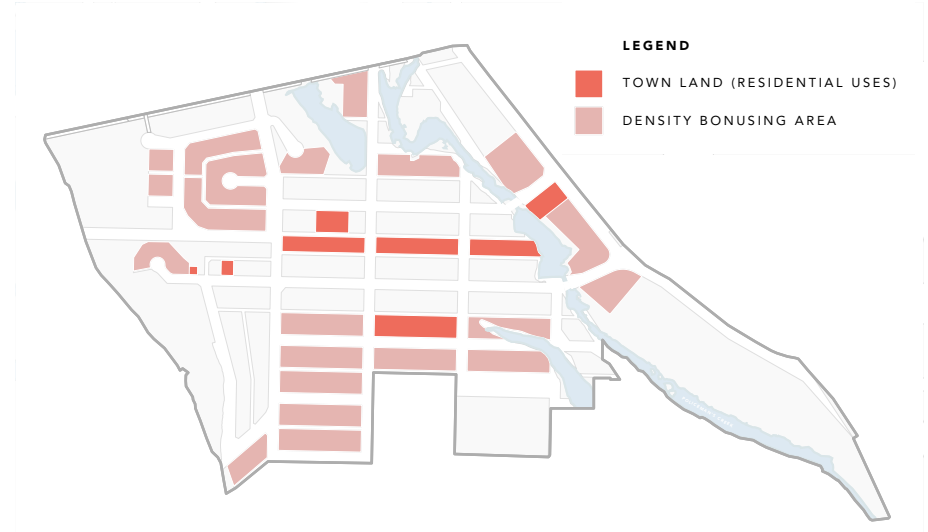
ELIGIBLE FOR DENSITY
BONUSING



4.1.3 Housing

1. A mix of unit types and sizes should be provided throughout the plan area and within larger developments to support a diverse population and provide options for families.
2. All development(s) proposing market residential units should include a mix of two- and three-bedroom units.
3. Regulatory tools, such as minimum unit densities, should be implemented in zoning to encourage smaller units, more attainable housing choices, and greater utilization of the land.
4. Affordable housing will be encouraged through density bonusing (Figure 4.2) and development of Town land (identified for convenience in Figure 4.3).
5. The Town should consider the viability of providing affordable housing as part of any development on Town land in accordance with the Land Use Concept (Figure 4.1) and policies from the corresponding character area (Section 4.1.4). Relaxations or variances may be considered when necessary to facilitate the provision of affordable housing as part of development on Town land.
6. Relaxations or variances may be considered when affordable housing is proposed outside of the areas identified in Figure 4.3 and the potential adverse impacts of any relaxation or variance is mitigated to the satisfaction of the development authority.
7. Purpose-built market rental housing should be incentivized through Town-wide policy, if applicable. No further incentives for market rental housing are contemplated in this plan.
8. Affordable housing may be considered on vacant or underutilized lands not contemplated for development in the Land Use Concept (Figure 4.1).

FIGURE 4.3 - AFFORDABLE HOUSING FOCUS AREAS



4.1.4 Character Areas



The land use concept has been divided into five character areas, each with a distinct purpose and intended built form character (Figure 4.4). Policy direction specific to each character area is provided on the following pages.

FIGURE 4.4

Character Areas

LEGEND

- A** GATEWAY
- B** CIVIC CORRIDOR
- C** COMMERCIAL CORE
- D** TRANSITION
- E** RESIDENTIAL

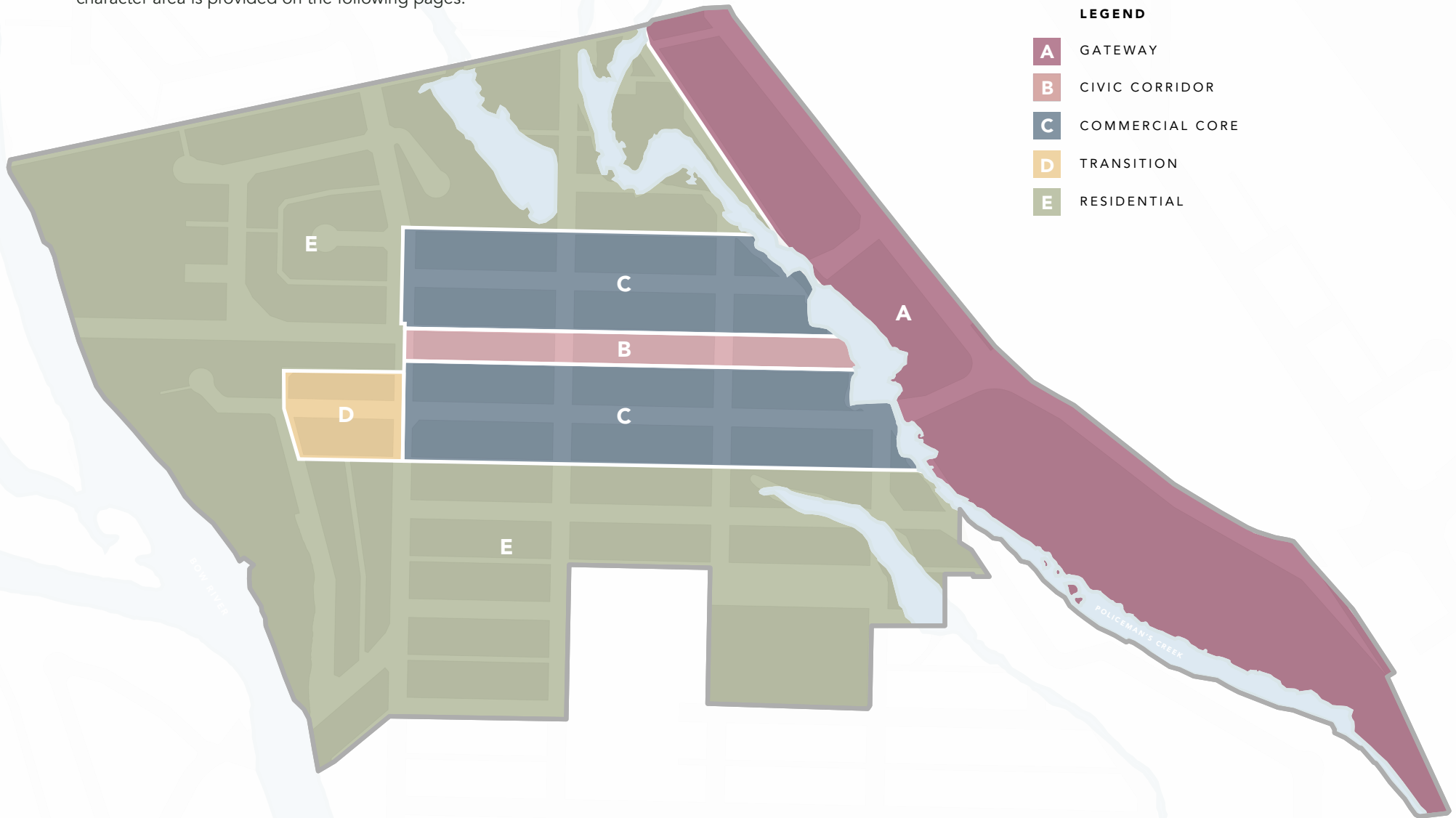
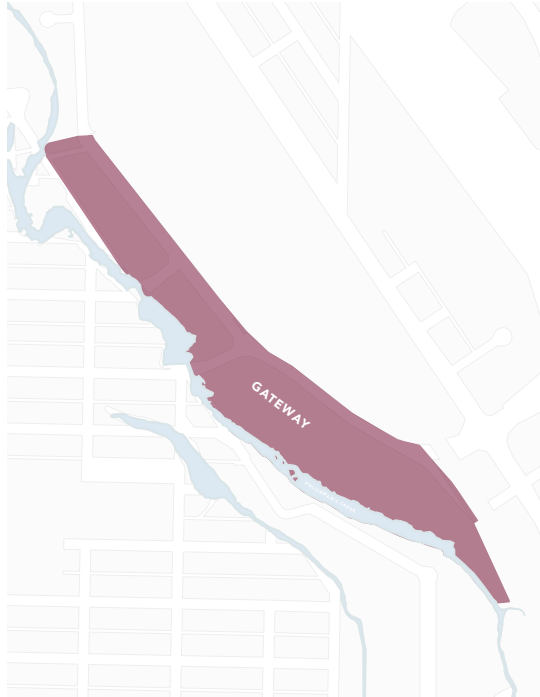


FIGURE 4.4 - GATEWAY AREA



Artist interpretation of what buildings in this area could look like.

Gateway

The intent of this area is to allow for higher density, mixed-use developments that provide significant commercial space, residential units, and reflect the area's prominence as a gateway to downtown.

Uses

1. Residential and a variety of commercial, institutional, arts, cultural, or convention uses should be permitted.
2. Entertainment (excluding adult entertainment) uses compatible with residential should be permitted.
3. Residential uses should be strongly encouraged on the upper floors.
4. Visitor accommodation should be a discretionary use and considered when:
 - the proposal is for a hotel use that features a staffed lobby or prominent entryway on the ground floor;
 - other commercial uses, such as retail, café, or restaurant, are provided on the ground floor and activate the majority of the street;
 - a public benefit deemed desirable by the development authority, such as a day care facility, plaza, open space, public pathway, or public art is provided that is not otherwise required;
 - an exceptional standard of design is achieved; and,
 - the development aligns with the vision and policies of this plan.
5. Other uses may be considered by the development authority if they align with the vision of this plan and intent of the Gateway area.

Building Design

6. Properties within the Gateway character area and with consideration for the Land Use Concept (Figure 4.1) should be zoned Gateway District (GD) or similar.
7. Ground floors should be universally accessible, at grade or minimally raised above finished grade, and designed to activate Railway Avenue using strategies

such as significant glazing, commercial units, entryways, and public or patio seating.

8. Corner lots should treat Railway Avenue, 8 Street, and 10 Street as equally important front facades with a continuous commercial frontage on both adjoining streets.
9. The rear of sites fronting Policeman's Creek and the current or future active transportation network should be animated with commercial uses, patio space, or other active uses.
10. Public access should be provided from the street(s) to the rear of the site to connect to the existing or future active transportation network.
11. Buildings with long frontages should incorporate a high degree of articulation, ground-floor visual permeability, and/or recessed setbacks to break up expanses of wall planes on Railway Avenue.
12. Upper storeys should be designed to reduce apparent massing and minimize shadowing on the public realm on Railway Avenue, 8 Street, and 10 Street. Terraced step backs are encouraged for portions of buildings facing Policeman's Creek.
13. Vehicle access should be in accordance with Section 8.2.1. For sites with property frontages less than 20 metres and where a parking structure is accessed directly from Railway Avenue, the parking structure(s)

should be set back at least 5.5 metres from the nearest edge of sidewalk.

14. One expanded side yard setback of at least 7.5 metres should be provided on properties with frontages 20 metres or greater on Railway Avenue to improve pocket views of the mountains and solar exposure on the sidewalk. Private driveways or lanes may be located within this setback. Corner properties with dual street frontages may be exempt from this requirement.
15. For development(s) receiving additional height or density through density bonusing, design measures should be implemented to reduce the apparent massing of the building and impacts on the public realm. Building heights should not exceed 16.0 metres and five storeys.
16. Existing mature trees with trunks located within or near required setbacks should be retained with consideration of FireSmart principles. Relaxations to front or rear yard setbacks should be considered to support tree retention.

FIGURE 4.5 - CIVIC CORRIDOR



Artist interpretation of what this area could look like (looking northwest from the intersection of 9 St W and 7 Ave).

Civic Corridor

The intent of this area is to use Town land to create a prominent pedestrian-oriented corridor in the heart of downtown, anchored by a new central plaza at the intersection of 7 Avenue and 9 Street / 9 Street W. A range of community-oriented uses should be provided to support year-round activity and attractions, facilities, amenities, or services for residents.

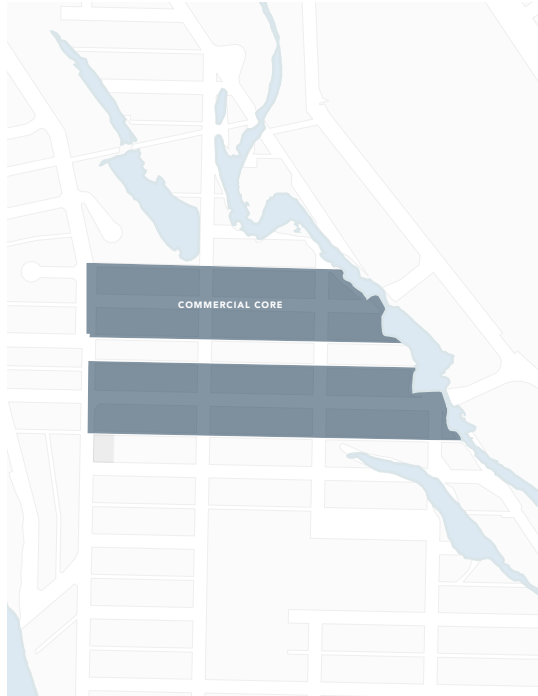
Uses

1. Uses that provide civic, arts, cultural, recreational or other community-oriented functions or spaces should be permitted and encouraged.
2. Uses that support year-round demand and interest should be encouraged, such as an indoor market hall, event space, or recreation facility.
3. Affordable housing should be integrated on the upper floors where feasible and with consideration for other Town priorities or needs.
4. Appropriate zoning should be determined for each development on a site-by-site basis and should align with the vision and policies of this plan.
5. Multiple uses or facilities should be integrated within and/or between storeys.
6. Demand for and potential to incorporate other public benefits or amenities within the development, such as daycare facilities, should be considered.
7. A transportation terminal and public washroom is anticipated on the block west of 7 Avenue and should be integrated into the design of any future development.
8. Buildings should be designed for multiple frontages and strive to activate all fronting streets and lanes.
9. North-south pedestrian connectivity should be supported within sites through publicly accessible entryways or mid-block connections (Section 8.3.1).

Building Design

10. Buildings should activate the proposed central plaza (Section 7.2) with entryways, patio space, and ground floor uses that encourage high levels of pedestrian activity and use of the outdoor space.
11. Buildings should step back the upper floors, provide visual breaks (e.g., glazing, articulation, breezeways), or use other design strategies to support views from and solar exposure on the activated lanes to the extent possible.
12. Continuous weather protection (e.g., awnings) should be provided along the 9 Street and 9 Street W frontages to support pedestrian movement and year-round usage.
13. Buildings should be designed and shaped to mitigate prevailing winter winds, particularly in the central plaza.
14. A significant outdoor public or semi-private open space should be provided adjacent to Policeman's Creek.
15. Consideration should be given to the incorporation of shared waste facilities within development(s) to serve the Civic Corridor and Commercial Core.
16. Soft, dark-sky lighting should be used to gently illuminate the activated lanes and encourage evening usage.

FIGURE 4.6 - COMMERCIAL CORE



Artist interpretation of what buildings in this area could look like (looking southeast from 10 Street).

Commercial Core

The intent of this area is to allow for compact commercial or mixed-use developments that unify Main and 10 Streets, activate the streetscape, protect mountain views, foster activity, and support all-day, year-round vibrancy downtown.

Uses

1. Residential and a diverse range of commercial uses should be permitted in either commercial or mixed-use buildings.
2. Commercial uses that activate the street and encourage high foot traffic volumes, such as retail, restaurant, or entertainment (excluding adult entertainment) uses, shall be provided on the ground floor.
3. Visitor accommodation should be a discretionary use and only considered when:
 - other commercial uses, such as retail, café, or restaurant, are provided on the ground floor and activate the majority of the street;
 - an exceptional standard of design is achieved; and,
 - the development aligns with the vision and policies of this plan.
4. Accommodations, other than lobbies, or uses that do not contribute to vibrancy or activate the street (e.g., medical clinics) shall be limited to the second and third storeys.
5. Certain uses—such as office, liquor store, cannabis store, or financial institution—should be discretionary uses to limit their presence on the ground floor and minimize adverse impacts on the streetscape.

Building Design

6. Properties within the Commercial Core should be zoned Town Centre (TC) District.
7. To preserve solar exposure, views of the mountains, and maintain a sense of openness, development(s) shall not exceed 11.0 metre building heights and should reduce massing of the third storey through stepbacks or other design measures.
8. Development(s) with residential uses should

support the creation of more attainable and diverse residential units. A minimum density of 68 units/hectare should be provided in support of this objective.

9. The minimum density permitted in the Town Centre (TC) District should be reduced from the current requirement of 1.25 FAR to allow for single-storey commercial development(s).
10. Commercial units should feature human-scale design and contribute to the distinct character of downtown. Measures should include reduced commercial unit frontages (e.g., less than 15 metres in width) and floor areas (e.g., less than 350 square metres per unit).
11. Development(s) on an activated lane (Figure 8.1) shall provide dual frontages that achieve a similar standard of design. The rear of the site fronting an activated lane shall be animated with building entrances, commercial uses, strong pedestrian features, and a pedestrian-scale design.
12. Buildings should exemplify an exceptional standard of design, acknowledging the significance of the area and its role as an economic driver and destination for residents and visitors.
13. Continuous weather protection or awnings should span the entire width of building frontages and, at minimum, the depth of the front yard setback. Such structures may

encroach in the street right-of-way, at the discretion of the development authority, to ensure adequate sheltering of pedestrian infrastructure.

14. Patio space for commercial uses, such as restaurants, should be encouraged on the upper storeys to further enliven the street and on activated lanes (Figure 8.1).
15. Ground floors should not be raised above finished grade to support accessibility, permeability, and an attractive and functional interface with the street.
16. Small encroachments into the maximum building height for safety and egress elements—such as railings, guardrails, and access structures—should be permitted to encourage rooftop patios or terraces.
17. Development(s) on 10 Street should reinforce the street's distinct character through:
 - variation in building design to create visual interest; and,
 - facade articulation to allow space for patios, landscaping, and tree retention.Variation in setbacks and facade articulation should be accommodated by providing a front yard setback of 3.0 to 4.0 metres for approximately 20-40% of a building's frontage on 10 Street. The rear yard setback may be reduced to 1.0 metre for the same percent of frontage to offset loss of buildable area.

18. Tree retention is a priority for 10 Street. Mature trees located within required setbacks should be retained with consideration of FireSmart principles. Relaxations to front or rear yard setbacks beyond those specified in this section should be considered to support tree retention.



Above: Artist interpretation of what the rear of buildings along activated lanes could look like with and without off-street parking (looking northeast from 9 St).

FIGURE 4.7 - TRANSITION AREA



Artist interpretation of what buildings in this area could look like (looking southwest from 8 Street).

Transition

The intent of this area is to allow for contextually appropriate mixed-use developments that provide a sensitive transition from the Commercial Core to the Residential character area and support a visible, intuitive connection to Riverside Park and the Bow River.

Uses

1. Residential and small-scale, pedestrian-oriented commercial uses (e.g., cafés, boutique retail, barbers, etc.) should be permitted within mixed-use developments.
2. Commercial unit(s) shall be provided on the ground floor.
3. Alternative uses that offer community-oriented benefits, amenities, or functions should be considered for the Scout Hall site (914 Main Street).
6. Development(s) should provide minimum setbacks of:
 - provide commercial uses on the ground floor that occupy between 40% and 80% of the street frontage; and,
 - provide landscaping along at least 50% of the front facade and at least 25% of the site area.

Building Design

4. Development(s) should generally be compatible with the Residential Medium Density (R4) District.
5. To achieve the intent of this area and its function as a transition from the Commercial Core to Residential character area, development(s) should:
 - achieve a minimum density of 76 units

Reduced front yard setbacks or encroachments should be permitted for commercial uses to a minimum setback of 3.0 metres to create an attractive interface with the street.

7. Patios and terraces associated with commercial uses should be permitted to fully encroach into front yard setbacks.
8. Ground floors should be accessible and create a functional interface with the street.
9. Development(s) should create an attractive interface with the lane that mitigates impacts on adjacent residential areas.
10. Mature trees located within required setbacks should be preserved where possible and with consideration of FireSmart principles. To support tree retention, variances to front or rear yard setbacks may be considered.

FIGURE 4.8 - RESIDENTIAL AREA



Artist interpretation of what buildings in this area could look like.

Residential

The intent of this area is to provide a variety of residential buildings, greater housing choices for residents, and to encourage the development of affordable housing.

Uses

1. Residential uses should be permitted.
 2. Small-scale, neighbourhood-oriented commercial uses should be allowed as discretionary uses on the ground floor.
 3. Sites with existing non-residential uses (834 7 Street and 901 8 Avenue) may retain their existing zoning (TC). However, rezoning these properties in alignment with the Residential character area should be encouraged.
- enclosing parkades with garage doors;
 - orienting units to maximize privacy with consideration for full build out of the Residential character area;
 - limiting ground floor residential units to be at a maximum of 1.0 metre above the finished grade; and,
 - avoiding the use of false eavelines.
6. Development(s) should support the creation of more attainable and diverse residential units. A minimum density of 68 units/ hectare should be provided in support of this objective.

Building Design

4. Properties within the Residential character area should be zoned Residential Medium Density (R4) District, which may be amended to align with the vision of this plan.
5. Buildings shall be designed to contribute to a residential neighbourhood character, which should include measures such as:
 - providing ground floor residential units with outdoor space and direct access to the street;
7. Reduced rear yard setbacks and landscaping requirements from current R4 requirements should be supported to allow for more design flexibility and residential units while retaining space for a laneway driveway and garage. Rear yard setbacks should be a minimum 5.5 metres and at least 30% of the site area should be landscaped.

8. More varied or dynamic roof designs should be encouraged through an alternative height calculation, where height is defined from the top of the parapet or the midpoint of a sloped roof.
9. Development(s) receiving bonus height or density and proposing a fourth storey (Section 4.1.2) should:
 - limit building heights, provide stepbacks to the upper storeys, and employ other design measures to reduce building massing and minimize shadowing to the satisfaction of the development authority;
 - maintain a sense of openness to the mountains from the street to the extent possible, consistent with the intent of Section 4.1.2; and,
 - provide a minimum rear yard setback of 3.5 metres.
10. An expanded setback shall be provided on the southeast corner of 1 Riverview Place and on the northwest corner of 917 Main Street to facilitate a strong visual connection from the Transition Area to the future northern extent of Riverside Park.
11. Consideration should be given to allowing additional height or density on 1 Riverview Place where land along the eastern property line is proposed to be dedicated to the Town to facilitate a strong connection to Riverside Park.
12. Mature trees located within required setbacks should be preserved where possible. To support tree retention, relaxations to front or rear yard setback requirements may be considered.

TABLE 4.1 - ZONING RECOMMENDATIONS FOR EACH CHARACTER AREA¹

AREA	ZONING	STOREYS ²	DENSITY ³	SAMPLE USES ⁴
Gateway	GD - Gateway Commercial District (with amendments)	Up to 4 storeys (zoning)	0.50 - 2.00 FAR	<i>Athletic and Recreational Facilities</i> <i>Convention Facility</i> <i>Cultural Establishment</i> <i>Day Care</i> <i>Eating and Drinking Establishment</i> <i>Entertainment Establishment</i> <i>Financial Institution</i> <i>Liquor or Cannabis Retail Store</i> <i>Medical Clinic</i> <i>Office</i> <i>Residential Dwelling Units (above ground floor)</i> <i>Visitor Accommodation</i>
Civic Corridor	Site-specific (appropriate zone to be determined for each development)	Up to 4 storeys	Appropriate density to be determined for each development	<i>Arts and Craft Studios</i> <i>Athletic and Recreational Facilities</i> <i>Cultural Establishment</i> <i>Day Care</i> <i>Eating and Drinking Establishment</i> <i>Perpetually Affordable Housing</i> <i>Public and Quasi-Public Buildings</i> <i>Seniors Housing / Supportive Living Facilities</i> <i>Transportation Terminal</i>
Commercial Core	TC - Town Centre District (with amendments)	Up to 3 storeys	0.75 - 2.00 FAR	<i>Arts and Crafts Studio</i> <i>Cultural Establishment</i> <i>Eating and Drinking Establishment</i> <i>Entertainment Establishment</i> <i>Perpetually Affordable Housing</i> <i>Residential Dwelling Units (above ground floor)</i> <i>Retail Sales (small scale)</i> <i>Visitor Accommodation (above ground floor)</i>
Transition	New District based off of R4 (with amendments)	Up to 3 storeys	Min. 76 units/ha.	<i>Eating and Drinking Establishments</i> <i>Day Care</i> <i>Perpetually Affordable Housing</i> <i>Residential Dwelling Units</i> <i>Retail Sales (small)</i>
Residential	R4 - Residential Medium Density District (with amendments)	Up to 3 storeys (zoning)	Min. 68 units/ha.	<i>Bed and Breakfast</i> <i>Day Care</i> <i>Home Occupation (Class 1 and 2)</i> <i>Perpetually Affordable Housing</i> <i>Residential Dwelling Units</i>

1. The table summarizes zoning recommendations for each area to support plan implementation. Items within the table may be subject to change.

2. Maximum storeys should align with the Land Use Concept (Figure 4.1) and Density Bonusing (Figure 4.2).

3. Density ranges are suggestions for the proposed zoning and do not reflect density bonusing.

4. Sample uses reflect some of the appropriate uses envisioned for the area and are provided to assist with implementation and zoning. The list of uses should not be considered exhaustive or as outright indications of support. Permitted and discretionary uses shall be determined with consideration for the vision and policies of this plan and specified in the corresponding land use district.



4.2 Urban Design

Intent: Ensure development and improvements downtown are complementary and contribute towards a distinct identity for the area—reflective of downtown’s status as the Town Centre and the stunning mountain setting it is situated within.

Policy

The policies in this section provide area-specific guidance relating to urban design. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

4.2.1 General Policy

1. Development shall adhere to the area-specific policy directions of the applicable character area as provided in Section 4.1.4.
2. Except where specified otherwise in this plan, developments shall adhere to the Town-wide architectural guidelines. Where guidance in this plan and the Town-wide architectural guidelines conflict, or where dual compliance is not possible, the guidance within this plan should take precedence.
3. Development shall adhere to a higher standard of design and finishings that are reflective of the significance of downtown as Canmore’s Town Centre.



4.2.2 Architectural Style

1. Contemporary alpine architecture, as generally shown in the images on this page, should be used to distinguish downtown from other areas and support more energy efficient buildings. This architectural style combines some of the basic elements of traditional mountain architecture with more modern aesthetics, clean lines, reduced ornamentation, and a focus on quality material selection and natural elements to provide definition and contrast.
2. Boomtown architecture that resembles mining or railway buildings at the turn of the 20th century should be discouraged. References to Canmore's mining history should be achieved primarily through retention of historic resources, public realm elements, and selective use of particular materials (e.g., weathered or dark, powder-coated steel).
3. Materials and finishes of buildings, infrastructure, and public spaces should take inspiration from the proposed palette for downtown (Section 4.2.3).

4.2.3 Palette

A range of unifying elements are intended to be expressed in both buildings and public spaces that reflect the area's mountain setting, natural environment, and industrial past. A neutral, earthy palette should dominate the built environment, as generally shown and described in this section.

Rock

Use of materials that reflect the general lithology of the area (e.g., slate, dolomite, limestone) or the coal mining history of Canmore (e.g., charcoal). Natural stone in medium or dark grey hues or finishing colours that reflect the reference materials should be prevalent. Simulated stone is discouraged.

Wood

Use of natural or engineered materials that reflect the forested surroundings and predominant tree species of the area, which consist primarily of lighter toned woods (e.g., pine, spruce). Materials reflective of medium or darker toned woods may also be used.

Coal

Use of dark, powder-coated steel as a subtle nod to the industrial, coal-mining history of Canmore or weathered (corten) steel to highlight the intersect of past and present, industry and nature. These materials may be used sparingly on buildings as an accent feature, preserving greater use for public spaces and infrastructure.

This palette is intended to challenge designers to find expression through diverse materiality and technologies—taking inspiration from the reference materials provided—while still unifying the character of the area. Natural or locally sourced materials should be incorporated into the detailing of buildings to preserve the area's authentic character. Additional muted earth tones not shown here may be used as subtle accents.

Reference Material

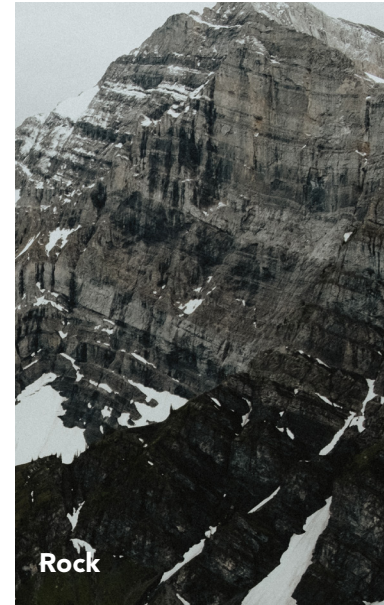
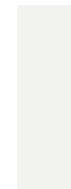
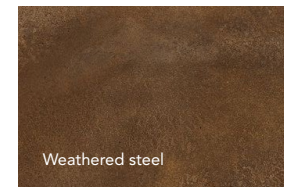
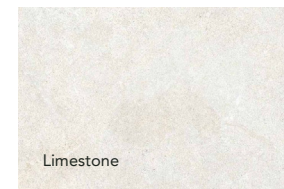
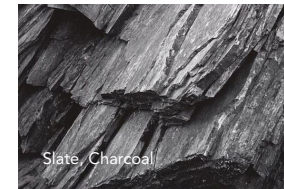
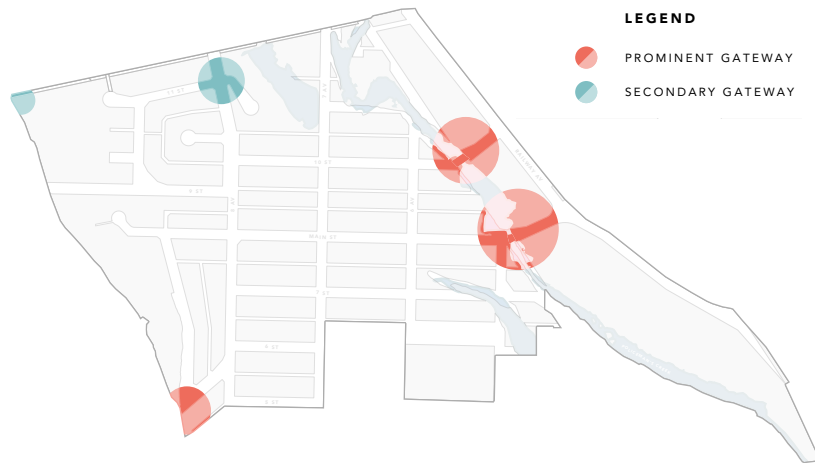


FIGURE 4.10 - GATEWAY LOCATIONS



4.2.4 Gateways

Downtown is embedded within the larger urban fabric of Canmore and has multiple entry points. Gateways serve as important access points for pedestrians, bikes, and vehicles, and can establish a sense of welcome, a sequence of focal points, and a distinct identity to an area of significance.

1. A series of prominent gateways that feature visual enhancements in the public and private realm should be established at key points of arrival in the areas generally shown in Figure 4.10.
2. Enhancements in the public realm should respond to the area's intended function and context:
 - **Prominent gateways** should feature more intensive enhancements, such as custom lighting, architectural features, landscaping, road narrowing, landscaped central medians, public spaces, landscape features, or public art.
 - **Secondary gateways** should feature smaller-scale enhancements, such as public art, signage, or landscaping elements.
3. Buildings should respond to their unique setting in gateway areas (Figure 4.10) and activate the street through various strategies, including a higher standard of design, expanded setbacks, public/private patio space, and/or hosting public art.
4. Development(s) on Railway Avenue with additional frontage on 8 Street or 10 Street should provide a minimum 6.0 metres setback on the ground floor along both street frontages to create a sense of openness, visual connection to the Commercial Core, space for seating and patios, and an expanded public realm.

4.2.5 Views

Views of the mountains, particularly towards the south and southwest, are and will continue to define the downtown experience. This plan prioritizes preserving a strong visual connection to the mountains—along with fostering a general feeling of openness from a pedestrian perspective—rather than preserving only select views or vantage points.

1. In accordance with the Land Use Concept (Figure 4.1) and Density Bonusing (Figure 4.2), buildings should generally be limited to 3 storeys along key corridors and adjacent to public spaces to maintain a sense of openness and connection to the mountains.
2. Development(s) on select corner lots, as identified in Figure 4.11, shall further reduce building massing and preserve mountain views by:
 - providing a minimum 2.0 metres terraced stepback on the second floor along the frontages identified in Figure 4.11; and,
 - providing a view study at time of rezoning and/or development permit and demonstrating how the design of the entire development maintains a sense of openness and mitigates impacts on views to the mountains. Additional design controls may be required, such as reducing heights or storeys, changing roof slope or orientation, increasing setbacks or stepbacks.
3. Despite 4.2.5(2), alternative solutions may be considered where the development authority is satisfied that the proposed design would achieve a similar or superior outcome with respect to the intent of Section 4.2.5.
4. Pocket views from Railway Avenue shall be created through expanded sideyard setbacks, consistent with Section 4.1.4.

FIGURE 4.11 - ADDITIONAL REQUIREMENTS TO PRESERVE VIEWS



5. Public spaces should be designed to maintain or frame mountain views. The selection, design, or placement of infrastructure, amenities, and landscaping features should minimize impacts on views where possible.

4.2.6 Urban Elements

Lighting

1. The lighting strategy for downtown should utilize site-specific, unique lighting as highlight elements within the standard lighting framework specified in the *Engineering Design and Construction Guidelines*.
2. Site-specific lighting should be used to create an intriguing, gentle, multi-level layering of light in the following areas:
 - in enhanced open spaces to convey the public nature of the space, support evening use, enhance safety, reflect the significance of the Town Centre;
 - along activated laneways to encourage pedestrian use of the lanes and improve safety;
 - at gateways to create a feeling of welcome and special sense of place; and,
 - at key destinations or points of interest to convey a sense of significance.
3. Key sections of pathways and trails should incorporate soft, ground-oriented, directional lighting to promote extended hours of use and safety while minimizing impacts on wildlife.
4. The following street lights should be used as the standard for specified areas downtown:
 - **Main vehicle thoroughfares:** Galleon LED luminaire.
 - **Mixed-use streets:** Domus light to create an intimate environment and distinct character that differs from other commercial areas.
 - **Pedestrianized sections of the Commercial Core:** A unique pedestrian-oriented light or the mixed-use street standard.
5. All light poles and supporting arms should be black in colour. Tenon arms should feature right angles and defined edges. Scrolls or similar decorative elements should be avoided.
6. Along lanes or private driveways, lights may need to be mounted on lane light poles or attached to buildings as a condition of development.
7. New poles and light standards shall be required, where appropriate, as part of frontage improvements at the time of redevelopment.
8. Lighting should be dark-sky compliant and pedestrian-oriented wherever conditions allow.



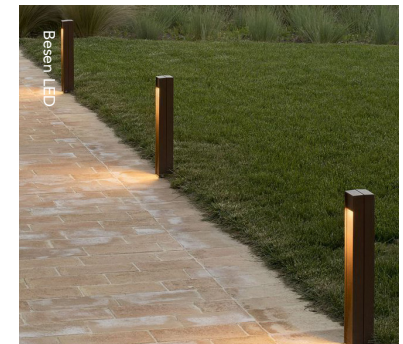
Domus light standard



Sample layering of site-specific lighting



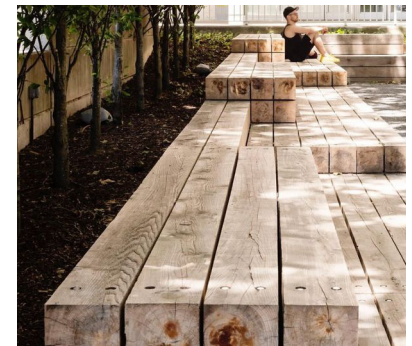
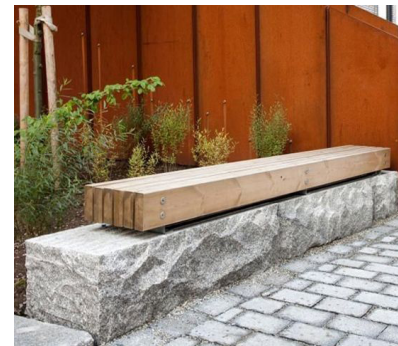
Site-specific, dark sky lighting along a pedestrian crossing



Sample of soft, dark sky pathway lighting

Seating

9. Permanent seating in both the private and public realm should align with the vision of this plan and reinforce the distinct identity of downtown.
10. Custom seating is encouraged in parks, enhanced open spaces, and other public spaces where placemaking is a priority.
11. Custom seating should:
 - be durable with consideration for maintenance, winter use, and snow accumulation and removal;
 - be designed as a key element of the public realm and as a placemaking feature; and,
 - be integrated into the overall design and intent of the public space.
12. Custom seating should depend on the site-specific context and intended function of the area:
 - In commercial areas, seating should feature flat top boulders or cast-in-place concrete with wood elements that relate to standalone benches.
 - In less urban settings, such as parks or natural plazas, seating should incorporate natural materials with lower maintenance needs, such as unstained wood and boulders. Cast-in-place concrete may also be used to provide more defined edges or functional seating where desired (e.g., amphitheatres).
13. Where standalone benches are used, the benches should feature contemporary design with straight lines and natural materials that offer reduced environmental impact and low maintenance requirements (e.g., alaskan yellow cedar).
14. Standalone benches should feature backrests in parks and along trails (e.g., CPL Series B bench in lifetime cedar finish). Benches without backrests may be used in constrained areas or urban settings where flexible seating options and maintaining sightlines are desired (e.g., CPL Series D bench in lifetime cedar finish).





Above: Examples of surface treatments that could be appropriate for the Commercial Core and Civic Corridor featuring subtle variations in tone, size, texture, or placement.

Streetscape Materials

15. Higher quality finishings and materials should be used throughout the plan area, reflective of downtown's role as the Town Centre and a hub of economic and social activity. Material choice should generally align with, reflect, or complement the palette for downtown (Section 4.2.3).
16. Wherever possible, natural materials with reduced environmental impact and relation to Canmore's unique geographic setting should be used.
17. Except as specified otherwise in this plan, existing standards for surface materials as specified in the *Engineering Design and Construction Guidelines* should be used for multi-use pathways and other dedicated pedestrian and cycling facilities.
18. A distinct surface treatment (e.g., paving stones, concrete with decorative banding or saw cuts, stamped concrete) should be used for sidewalks and public spaces within the Commercial Core and Civic Corridor to provide an enhanced public realm and to unify Main Street and 10 Street with a coherent identity.

The treatment should:

- feature subtle tonal, sizing, texture, and/or pattern variation to provide an organic, natural character;
 - have reasonably smooth surfaces to support accessibility and maintenance; and,
 - extend to building faces and mid-block connections.
19. Demarcations should be used to separate different types of spaces or buffer areas (e.g., exposed aggregate strips, coloured bands, or alternative paving stones).
 20. Property lines should be consistent in treatment and not marked by a material change.
 21. Black bollards should be used to create protective or architectural perimeters where necessary. Cast-in-place concrete or large boulders may be strategically used in place of or to complement bollards.

Wayfinding & Signage

22. Wayfinding and signage should be key elements of downtown's public realm, contributing to the area's identity, navigability, and overall user experience.
23. Hanging or blade signs shall be provided for each ground floor commercial unit in the Commercial Core, Civic Corridor, and Transition area to create a pedestrian-oriented streetscape and support the distinct character of the area.
 - 23.1. Hanging and blade signs should share a cohesive design language by:
 - using materials and colours that align with the palette for downtown (Section 4.2.3);
 - prioritizing simplicity and legibility, such as through the use of negative space; and,
 - avoiding excessive decorative elements and avoiding script or cursive fonts.
 - 23.2. Applicants shall demonstrate the locations for hanging and blade signage at the development permit stage to ensure they can be accommodated and complement the development.
24. All other building signage should adhere to the signage regulations of the *Land Use Bylaw*.
25. The Town's standard navigational street-oriented signage should be used to communicate destinations and points of interest both within and beyond the plan area.

Below: Examples of hanging/blade signs along commercial unit frontages.

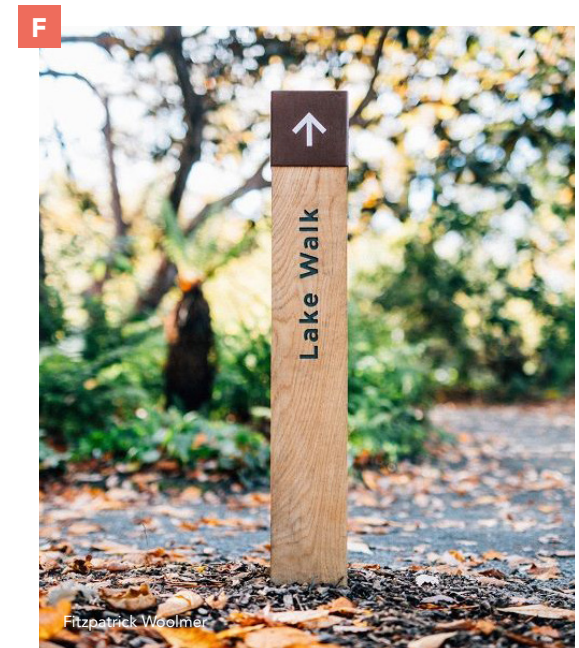
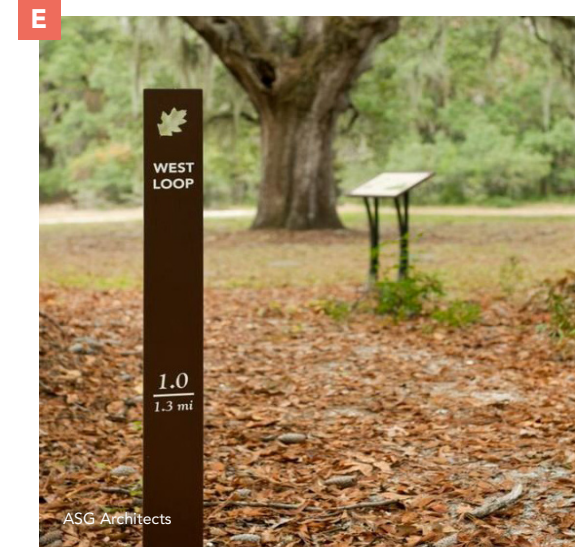


26. The Town's trail signage program should be updated to improve user experience and align with the palette for downtown (Section 4.2.3).
27. A hierarchy of wayfinding signage should be developed and installed to convey varying levels of information tailored to the user based on their location in the overall trail network.

The hierarchy should incorporate at least three levels of signage, including:

- **Network signage:** provides information on the broader trail network and highlights key points of interest and trail loops on a map. Educational or interpretive information may also be incorporated that relates to the area. Network signage should be installed at key decision points and major network intersections.
- **Directional signage:** provides simplified information to help orient the user and direct them towards points of interest. Directional signage should be installed where trails intersect or meet other transportation infrastructure.
- **Trail markers:** provides a consistent marker to reaffirm a user's location in the network without requiring stopping. Trail markers should be visually discrete and distributed along trail segments.

Samples of a hierarchy of trail wayfinding signage, including network signage (A,B), directional signage (C,D), and trail markers (E,F).



Landscaping

28. Except as provided otherwise in this plan, landscaping should align with the *Engineering Design and Construction Guidelines* and *Land Use Bylaw*.
29. Landscaping should reflect the surrounding natural landscape and incorporate multiple species to balance wildfire risk with objectives of preserving mountain views, introducing seasonal colour, supporting summer shading/winter daylighting, and ensuring year-round greenery. Further policy on landscaping is provided in Chapter 6 (Environment, Climate Change, and Resilience).
30. For constrained sites, the selection of plant species should prioritize creating an attractive public realm and reducing wildfire risk.

Bike Racks

31. Staple or Inverted-U bike racks in a black finish should be used throughout the plan area.
32. Public bike racks should be provided at parks, plazas, other points of interest, and throughout the Commercial Core and Gateway area to facilitate access to the commercial areas. Further direction is provided in Chapter 8 (Transportation and Mobility).

Washrooms

33. Public washrooms should be provided at convenient and visible locations in the plan area where significant pedestrian volumes are anticipated.
34. Priority areas for public washrooms include regional parks and the replacement of the existing washroom facility at 7 Avenue and 9 Street, the latter which should be integrated into the future redevelopment of the site.

Public Art

35. Public art should be used to enrich the private and public realm and contribute to the identity of downtown. Policy direction for public art is provided in Chapter 5 (Arts, Culture, and Heritage).
36. Development in the Commercial Core shall provide construction hoarding that functions as public art and features storytelling or interpretive elements related to downtown or surrounding area(s). Applicants shall consult the development authority on the proposed design of the hoarding.



Above: Examples of construction hoarding with public art or placemaking functions.

The background image shows a woman with long blonde hair, wearing a grey jacket and a red skirt, performing on a stage. She is holding an acoustic guitar and singing into a microphone. There are speakers on the stage floor. In front of her, an audience of people is seated, watching the performance. The entire image is overlaid with a semi-transparent red filter and a pattern of diagonal white lines. Large white and teal curved shapes are also present as decorative elements.

5.

Arts, Culture, and Heritage



5. Arts, Culture, and Heritage

Canmore lies in the heart of the Bow River Valley within Treaty 7 Territory, known in Stoney Nakoda as “Chuwapchîpchîyan Kudebi” (“shooting at the willows”). It is located within the traditional territories of the Îyârhe Nakoda (Stoney Nakoda), Tsuut’ina First Nation, the Blackfoot Confederacy (Siksika, Piikani, Kainai), and Rocky View Métis District 4.

Established in 1883 as a major railway point, Canmore’s early settler economy was fueled by locally mined coal. Over a century later, after hosting the 1988 Winter Olympics, Canmore gained global recognition and evolved from a small coal-mining town into a thriving community.

Now home to over 16,000 permanent residents, Canmore is a vibrant hub of adventurers, creators, and innovators, with a strong local economy, diverse amenities, and world-class recreational opportunities that continue to draw people for a day or for a lifetime.

The downtown area—with its mix of both recent development and structural reminders of our community’s history—provides a unique opportunity to elevate and celebrate arts, culture, and heritage as defining elements of the Town Centre.

This chapter outlines policies for ensuring that arts, culture, and heritage remain foundational components of downtown. It emphasizes the importance of providing arts and cultural spaces, preserving or integrating historical resources, and incorporating Indigenous perspectives. By doing so, Canmore can ensure that the future downtown respects the past while supporting new ways of creativity and inclusion.

You can read more about our broader vision for these topics, including other applicable policies or guidelines, in the **Cultural Master Plan** and **Canmore Public Art Policy**.




Objectives

- Allow for land uses that will support Canmore’s arts and culture scene
- Identify key opportunity areas for public art to support placemaking
- Celebrate Canmore’s culture while embracing its modern identity
- Conserve or enhance historic resources
- Support vibrancy and the creation of a sense of place

FIGURE 5.1

Future Arts, Culture, and Heritage Assets

LEGEND

-  PUBLIC ART OPPORTUNITY AREA*
-  HISTORIC RESOURCE (PROTECTED)
-  HISTORICAL PROPERTY OF INTEREST (PROTECT OR INTEGRATE)

* Locations are approximate. Areas not shown are not precluded from public art.



5.1 Arts, Culture, and Heritage

Intent: Support the continued evolution of downtown in a manner that celebrates its past, present, and future through intentional placemaking and support for arts and culture facilities.

Policy

The policies in this section provide area-specific guidance relating to arts, culture, and heritage. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

5.1.1 Land Use and Development

1. The conservation and preservation of historic resources and historic properties of interest are regulated through the Heritage Resources Overlay in the *Land Use Bylaw*. The overlay should generally align with the properties shown in Figure 5.1.
2. The Town should retain the Miner's Union Hall (738 7 Street) or integrate the structure into future development.
3. The Town should engage the Province and explore potential improvements to the greenspace on and adjacent to the historic N.W.M.P. Barracks site, consistent with Section 7.2.
4. Despite Section 4.1, consideration may be given to alternative building heights, uses, densities, or setbacks for development(s) with historic resources or features of interest.
5. Arts and culture uses, including live/work studios, should be encouraged and broadly permitted in land use districts downtown.

6. Relaxations or variances to maximum building heights, densities, or uses may be considered where a development proposes arts or culture space(s) that would be owned and operated by the Town or a non-profit organization and where the development authority is satisfied the arts or culture space(s) would benefit the public.
7. The potential for expanding arts and culture facilities downtown should be considered as part of the future redevelopment of Town-owned land(s) in conjunction with other community needs and priorities, such as affordable housing or recreation space.
8. The installation of mural(s) on the exposed portions of firewalls are encouraged and should be considered as part of any variance request when the applicant has secured an agreement from the adjacent property owner to allow access for future maintenance.

5.1.2 Public Art and Placemaking

9. Except where specified otherwise in this plan, the location and provision of public art downtown should generally be guided by Town policies and plans related to public art, including the *Public Art Policy*.
10. Figure 5.1 identifies opportunity areas where public art should be considered or retained based on land ownership, the intended function of public spaces, or future improvements as contemplated in this plan. The opportunity areas are intended to supplement locational criteria in the *Public Art Policy* and do not preclude areas not shown from featuring public art.
11. Public art downtown should be designed to:
 - be multi-purpose;
 - be engaging and interactive;
 - contribute to a high quality public realm; and,
 - serve a storytelling purpose for the area.

A**B****A B C**

Samples of public art (A), as well as custom furnishings (B) and sidewalk tiles (C) that provide a secondary function as art, with opportunities for interaction, use, or education.

D

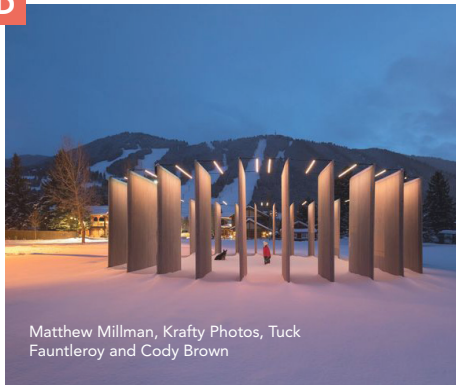
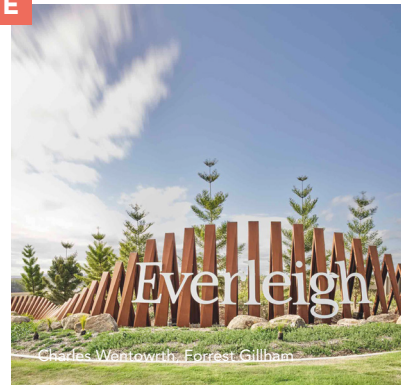
Public art that can also function as a place of gathering and play.

E

Entry or gateway signage that provides multiple functions, welcoming residents and visitors, creating a sense of place, and acting as a significant public art installation in a prominent location.

F

Sample of how the design of public spaces, including simple material choices and patterns, can contribute to the public realm and public art inventory.

C**D****E****F**

Examples of what public art could look like downtown are provided on page 61.

12. The design of infrastructure and public spaces should contribute to a sense of place and provide a secondary function as public art. This could include custom lighting or engravings integrated into furniture or public spaces, or the strategic design and placement of certain materials or landscaping elements.
13. The presence or acknowledgment of Indigenous culture should be expanded by:
 - supporting Indigenous art in prominent locations or incorporated into development(s) on Town land; and,
 - incorporating Indigenous language, symbols, or designs in the names or signage of public spaces, buildings, and other facilities.
14. Wherever possible, public space elements should be added to support public enjoyment, use, and interaction with historic resources (e.g., educational signage, directional lighting, public seating, or open space enhancements).
15. Third-party signage, particularly those with promotional or advertising purposes, should not be permitted within street rights-of-way or interfere with public art, open spaces, or infrastructure.
16. Parks and open spaces should be designed to support community events and cultural activities, as outlined in Chapter 7 (Parks, Open Spaces, and Recreation).



Seating playing a subtle public art or placemaking function.




The Miners' Union Hall building in downtown Canmore, established in 1913.



6.

Environment, Climate Change, and Resilience



6. Environment, Climate Change, and Resilience

Nestled between the Bow River, Policeman's Creek, and surrounded by Provincial parks and wildlife habitat, the evolution of downtown will need to reflect—and respect—its unique setting as an urban area in an extraordinary environmental setting.

Balancing the need for housing, jobs, transportation, and amenities with the need to maintain the health of the environment and ecosystems requires careful planning and conscious effort from all actors involved in shaping the area. The importance of these efforts is amplified due to the increasing effects being witnessed from climate change, characterized by the increasing severity of storms, precipitation patterns, extreme heat, and wildfire risk.

Through the *Climate Emergency Action Plan*, we have committed to increasing our community's resilience to a changing climate and reducing greenhouse gas emissions to net-zero by 2050.

This chapter provides policies for downtown that will ensure the area evolves in a way that strives to balance the demands of a growing population with the need for increasingly sustainable, resilient, and contextual design—while making progress towards our net-zero commitments.

You can read more about our broader vision for these topics, including other applicable policies or guidelines, in the **Climate Emergency Action Plan, Wildfire Mitigation Strategy, Canmore Human-Wildlife Coexistence Implementation and Action Plan, and Municipal Development Plan.**

Objectives

- Demonstrate leadership in sustainable community design and human-wildlife coexistence
- Design for resilience and the ability to adapt to future conditions
- Protect environmentally sensitive areas
- Reduce the impacts of wildfire, flooding, and extreme weather events
- Reduce air pollution and greenhouse gas emissions
- Create buildings and public spaces that respond to the area's natural setting

6.1 Environment & Wildlife

Intent: Mitigate environmental and ecological impacts commonly associated with growth by implementing a series of policies that will work together to protect natural areas, water resources, and wildlife habitats—while supporting human-wildlife coexistence and addressing and responding to climate change.

Policy

The policies in this section provide area-specific guidance relating to environment and wildlife. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

6.1.1 General Policy

1. Human-wildlife coexistence and reducing human-wildlife conflicts remain priorities downtown. Actions should be taken in support of these objectives in a manner consistent with the *Canmore Human-Wildlife Coexistence Implementation and Action Plan*.

6.1.2 Water Resources

1. Natural waterbodies, watercourses, and riparian areas should remain in a generally natural state. Disturbances to these areas from human activity should be minimized to the extent possible with respect to the vision and policies of this plan and applicable Provincial or Federal regulations.

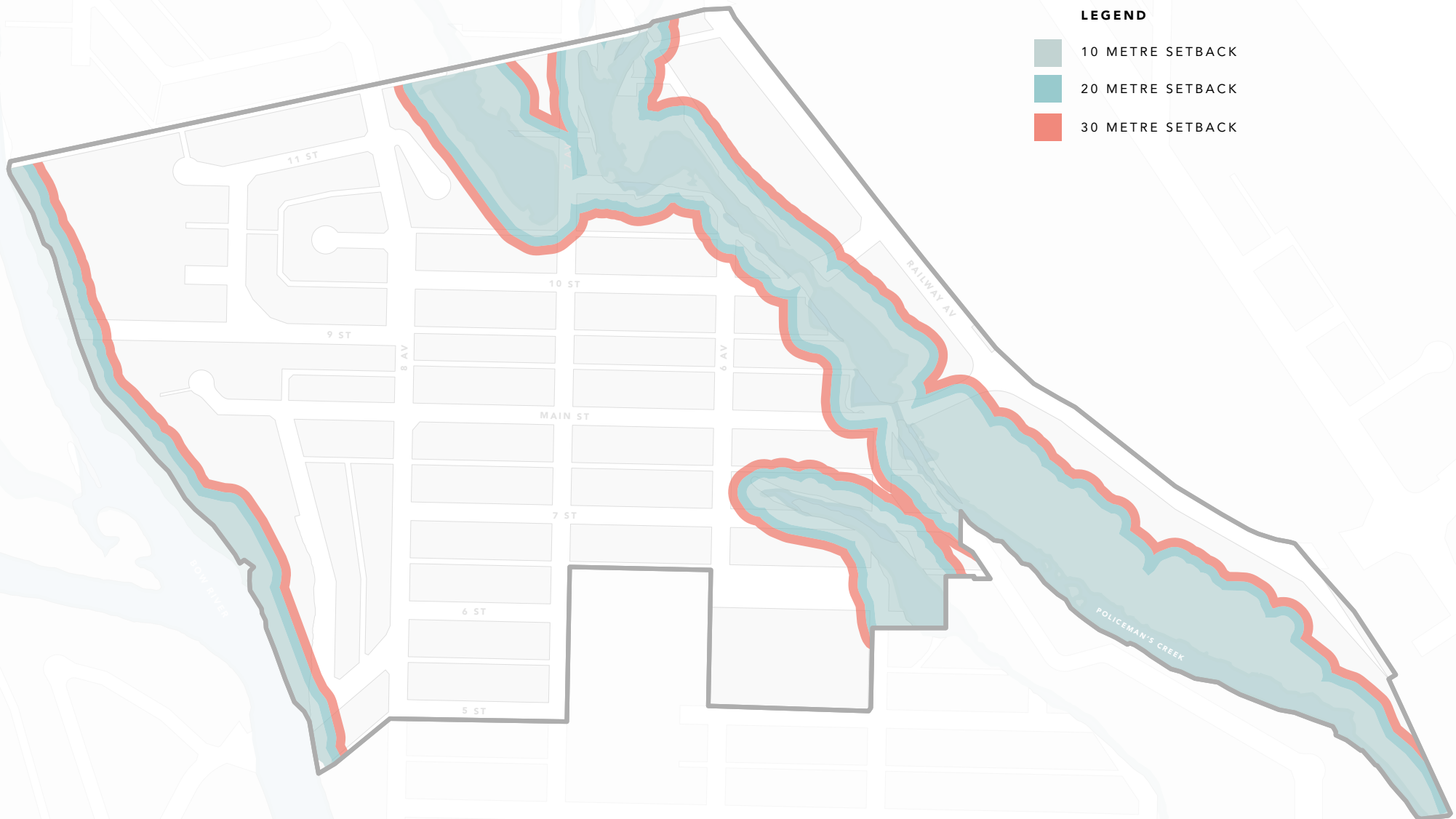
2. In accordance with the recommendations of the *Environmental Impact Statement - Downtown Canmore Area Redevelopment Plan*, buildings and structures (as specified in the *Land Use Bylaw*) within the plan area shall be set back from Spring Creek, Policeman's Creek, Bow River, and all other naturally occurring watercourses and waterbodies.
 - 2.1. The minimum setback shall be 30 metres or, where an easement is provided or land is dedicated to the Town for the area within the setback to ensure its long-term preservation, 20 metres measured from the top of bank.
 - 2.2. Setbacks below 20 metres should be considered when an easement is provided and the development authority deems the site to be unreasonably constrained by the setback and an Environmental Impact Statement, prepared in accordance with the applicable Town policies and with regard to the Provincial "*Stepping Back from the Water*" guidelines, assesses and supports the reduced setback.
 - 2.3. Setbacks should remain in a natural state or returned to a natural state to the extent possible and with consideration for enhancement or protection measures that may be necessary to protect from erosion.
 - 2.4. The placement and design of necessary public infrastructure within setbacks, such as trails or public roadways, should assess and mitigate impacts on the water resource. Private parking structures should generally not be permitted within setbacks.
 - 2.5. Setbacks from the presumed top of bank are provided in Figure 6.1. Applicants may be required to submit a land survey to establish the legal top of bank from which setbacks may be measured.

FIGURE 6.1

Setbacks from Presumed Top of Bank

LEGEND

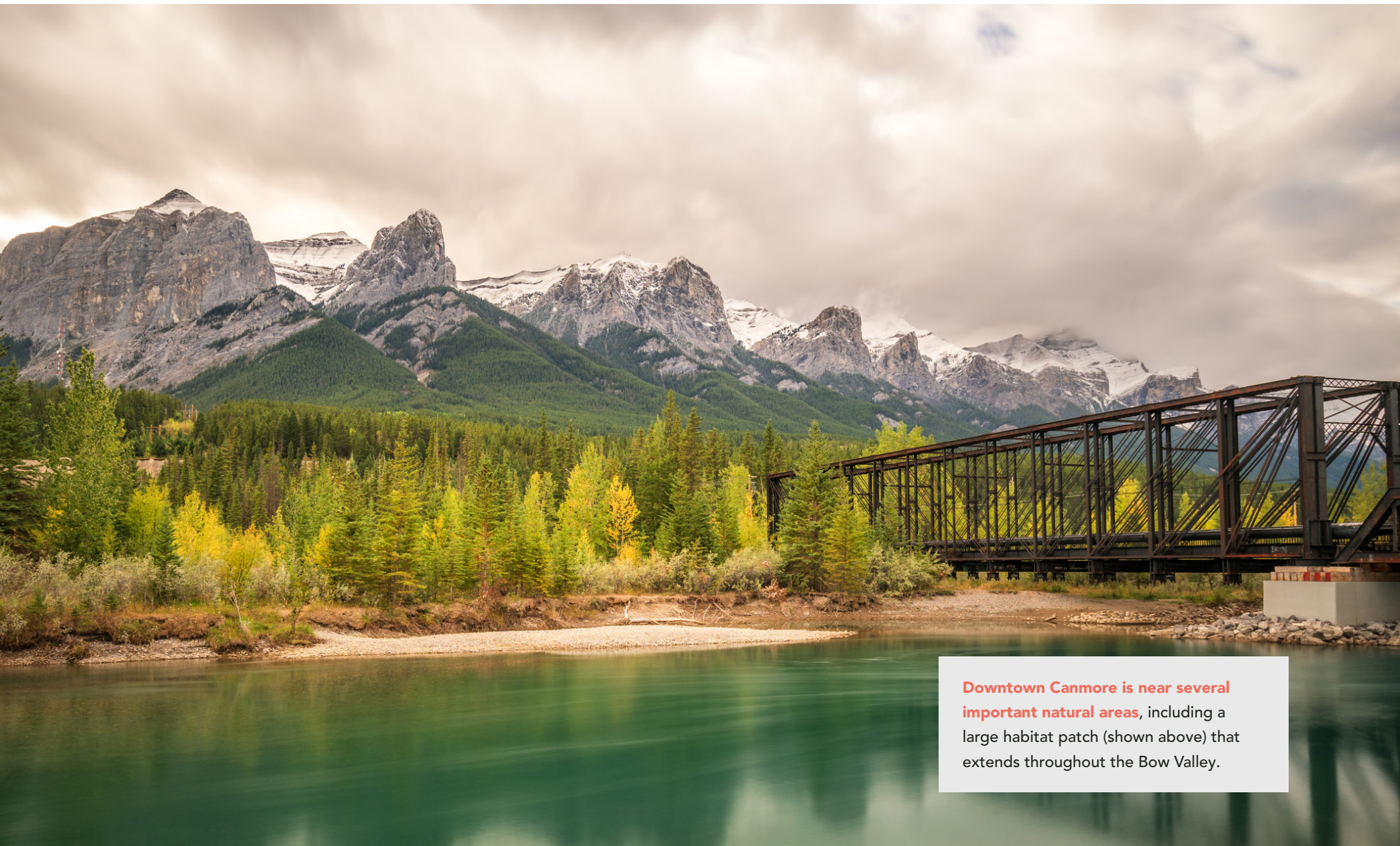
- 10 METRE SETBACK
- 20 METRE SETBACK
- 30 METRE SETBACK



3. Low Impact Development (LID) infrastructure or other design measures should be implemented between constructed surfaces—including buildings, roads, paved pathways, and other hardscaped surfaces—and waterbodies or watercourses to capture and treat stormwater runoff and reduce discharge into aquatic ecosystems. More policy guidance for LID is provided in Section 9.1.1.

6.1.3 Wildlife, Habitat, and Ecology

4. Grazing habitat should be limited. This may include the installation of wildlife exclusion fences around parks and open spaces.
5. Natural materials, such as wood and stone, should be used in exterior furnishings (e.g., benches) and landscaping (e.g., paving stones) in place of human-made materials.
6. Development(s) with commercial uses shall provide dedicated waste rooms within the building envelope to limit wildlife access.
7. Development(s) should incorporate measures that reduce avian window strikes, such as:
 - adjusting glass to create visual barriers;
 - using fritted or ultra-violet patterned glass;
 - reducing the window-to-wall ratio;
 - avoiding glass corners; and/or,
 - minimizing the extent and luminance of exterior lighting.
8. Educational signage and spatial buffers should be provided where trails and pathways intersect ecologically sensitive areas, with particular consideration for areas along the Bow River and Policeman's Creek.
9. Potential impacts on wildlife habitats as well as native upland and wetland vegetation should be mitigated to the extent possible through strategies that may include:
 - limiting the zone of disturbance from construction activities;
 - limiting the widths and lengths of new pathways and trails; and/or,
 - limiting the extent of vegetation removal to facilitate new or improved public amenities or infrastructure.
10. Development(s) on properties that are adjacent to or abut natural areas, waterbodies, watercourses, or ecologically sensitive areas should:
 - incorporate light screening techniques to limit light from penetrating these areas;
 - use informal, naturalistic planting along the interface with the ecological area; and,
 - implement mitigative measures identified in any environmental assessment.
11. Surveys should be completed for the forested area adjacent to Riverside Park and the fen along Policeman's Creek, in accordance with the *Environmental Impact Statement - Downtown Canmore Area Redevelopment Plan*, to inform the design of adjacent parks and open spaces.



Downtown Canmore is near several important natural areas, including a large habitat patch (shown above) that extends throughout the Bow Valley.

6.2 Climate and Resilience

Intent: Support the creation of a more sustainable, resilient, and adaptive downtown where new buildings and infrastructure are designed to withstand external stressors, reduce environmental impacts, and contribute to the long-term health and safety of the community.

Policy

The policies in this section provide area-specific guidance relating to sustainability and resilience. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

6.2.1 Building and Site Design

1. Energy efficient buildings that exceed *Alberta Building Code* requirements should be incentivized through tools such as density bonusing, consistent with Section 4.1.2.
2. Development(s) should select building materials with lower levels of embodied carbon wherever possible.
3. In alignment with the recommendations of the *Climate Emergency Action Plan*, municipal and non-market affordable housing buildings should:
 - achieve near net zero emissions or a similar high green building standard, with consideration for the short- and long-term affordability of any residential units; and,
 - be constructed to be solar ready with building and roof orientations suitable for rooftop and siding solar options where feasible.

4. Buildings shall be designed to support widespread electric vehicle (EV) adoption, including the pre-wiring of parking spaces for EV charging in accordance with Section 8.2.1.
5. Applicants should incorporate climate resilience into planning and design of development(s), considering future climate projections and local environmental conditions. This may include:
 - minimizing urban heat island through shade trees and softscaping;
 - designing buildings and landscapes to minimize risks related to fire, flooding, wind, and extreme temperatures;
 - orienting and designing buildings for passive solar heating in winter and passive cooling in summer to reduce energy demand and dependency on mechanical HVAC systems; and,
 - using air source heat pumps, geocooling, or district heating/cooling.
6. Misting stations and/or interactive, seasonal water features should be considered in the design of plazas and other public spaces to support summer use and resiliency to extreme heat.



6.2.2 FireSmart and Wildfire Risk

1. Development(s) should implement best practices for FireSmart design.
2. All landscaping in the public or private realm should use plant species and materials with greater resilience to wildfire. Cedar, spruce, juniper, pine, and tall grasses should generally be avoided.
3. Deciduous trees are encouraged due to their relatively lower wildfire risk, contribution to seasonal colour, and ability to allow for solar exposure in the winter and shade in the summer.
4. Coniferous trees may be selectively used in low densities to complement deciduous plantings and provide year-round greenery downtown where adequate crown spacing (3 metres or greater) can be provided and fire risk is managed.
5. Rock or stone mulch shall be used in place of bark mulch or other woody debris to reduce fire risk and align with the palette for downtown (Section 4.2.3).
6. Spatial buffers should be maintained between natural landscaping and all critical infrastructure to allow for defensible tactics in the event of a wildfire.
7. The expansion of Riverside Park provides an opportunity to reduce wildfire risk in the area through selective tree thinning and removal. The benefit of tree thinning and removal for FireSmart purposes should be balanced with environmental considerations, including those outlined in the *Environmental Impact Statement - Downtown Canmore Area Redevelopment Plan*, aspirations to incorporate natural materials into downtown, and the provision of landscaped buffers between adjacent residential areas.
8. Publicly accessible fire pits should generally be located in areas with access to fire hydrants and where adequate distances can be maintained from highly combustible materials.


6.2.3 Emergency Management and Response

1. The design of transportation infrastructure should consider safe and effective evacuation and/or emergency response, including traffic flows, bus routing, emergency vehicle access, removable or retractable bollards, wayfinding, and any other measures that may be necessary to support emergency management.
2. The Town should examine the viability of incorporating a resilient community space into a comprehensive development on one or more of the Town parcels in the Civic Corridor to provide a suitable space for people to gather in the event of an evacuation or need to shelter in place.



7.

Parks, Open Spaces, and Recreation



7. Parks, Open Spaces, and Recreation

Our parks and open spaces are integral to Canmore's identity and essential to the health and well-being of the community. These spaces not only provide areas for recreation, relaxation, and connection to nature, they also foster Canmore's social and cultural fabric by providing places to gather, connect, and celebrate community events.

Downtown is the heart of the community and provides unparalleled access to parks, open spaces and natural areas. As downtown continues to grow, the thoughtful design of parks, open spaces, and the preservation of natural areas will become increasingly important in improving quality of life and ensuring the health and well-being of the community and environment.

This chapter focuses on the provision and design of parks, open spaces, and the protection of natural landscapes in Canmore's downtown. The direction promotes a balanced approach of preserving natural areas, while meeting the long-term recreational needs of the community. Our goal is to create vibrant, functional parks and public spaces that are adaptable to future growth and environmental changes. With this in mind, emphasis is placed

on ensuring spaces are accessible and well connected, incorporate natural materials, designed for year-round use and function, include public art and cultural elements, and are resilient to climate change.

The improvements identified in this chapter are aspirational, intended to demonstrate what is possible for parks, open spaces, and recreation downtown in a way that would align with the vision for this area. Improvements shall be subject to capital planning and budgeting processes and considerations.

You can read more about our broader vision for parks, open spaces, and recreation, including other applicable policies or guidelines, in the **Open Space and Trails Plan, Recreation Master Plan, and Municipal Development Plan.**

Objectives

- Accommodate increasing demand for parks, open spaces, and recreation amenities
- Improve accessibility to and within downtown
- Connect downtown to the Bow River
- Allow for expanded use in all four seasons and inclement weather
- Support expanded programming and events
- Balance the provision of these spaces with environmental and ecological considerations

FIGURE 7.1

Future Parks and Open Spaces Network

LEGEND

- NATURAL AREA
- NEIGHBOURHOOD PARK
- REGIONAL PARK
- MUNICIPAL RESERVE
- ENHANCED OPEN SPACE

This map shows the future distribution of parks and open spaces and the proposed use or function of each space.



7.1 Parks & Recreation

Intent: Enhance the parks and recreation facilities to accommodate higher levels of usage and a broader diversity of users and programming—while strengthening the facilities’ connection to downtown and the surrounding natural landscape.

Policy

The policies in this section provide area-specific guidance relating to parks, recreation, natural areas, and municipal reserve lands. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

7.1.1 General Policy

1. Undevelopable and/or environmentally sensitive lands should be acquired and/or designated for conservation or environmental reserve where feasible and appropriate.
2. Parks and recreation facilities should be created or expanded where a community benefit can be provided or service gaps can be reduced.
3. Park spaces in the downtown area should:
 - incorporate windbreaks (e.g., through landscaping) and weather protection features (e.g., canopies, shade structures) to facilitate year-round use and respond to a changing climate;
 - use dark sky, site-specific lighting features to animate the space, improve safety, and encourage evening and winter use;
 - integrate functional natural elements and materials reflective of Canmore’s environment, such as rock boulders or logs that can be used for rest or play;

- provide amenities that may be adaptable and address community interests and needs in all four seasons;
 - contain features appropriate to their classification as a regional or neighbourhood park;
 - provide infrastructure and hookups, where feasible, to support programming, activation, or commercial operations; and,
 - avoid the use of plastic or artificial furnishings where practical.
4. Except where specified otherwise in this plan, the provision of recreation infrastructure and services should generally be guided by the *Recreation Master Plan*.



Above: Example of how natural materials reflective of local environments can be incorporated into parks and recreation spaces.



Above: Centennial Park has become an important recreational space that also hosts major community events, such as the Highland Games and the Canmore Folk Festival.

7.1.2 Regional Parks

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

— Open Space and Trails Plan (2021)

Centennial Park

1. Centennial Park should provide active recreational and community event opportunities for residents and visitors. Future improvements should consider:
 - expanding the playground area and equipment to provide greater variety and opportunities for children to play;
 - relocating the fitness equipment outside of the park;
 - retaining and improving the concert stage and washrooms to facilitate large community events such as Canmore Folk Festival and the Highland Games;
 - retaining and improving the sports field for active recreational/ sports use and larger events; and/or,
 - managing existing vegetation and planting new deciduous trees in strategic locations to ensure adequate shade is provided.
2. Limited short-term parking should be provided in the vicinity.

Riverside Park

3. Riverside Park should provide year-round passive, non-intensive recreational amenities for both residents and visitors. Features and amenities may include:
 - open areas for passive use;
 - natural plazas that emphasize softscaping, natural materials (e.g., boulders, logs) and opportunities for people to sit, gather, picnic, or connect with nature and scenery;
 - space for small-scale commercial uses or structures (e.g., cafés, food trucks) to animate the space and provide opportunity for local business;
 - small ice skating area with skating trails, fire pits, and crokicurl sheets in the winter;
 - seasonal facilities, such as skate or sports equipment rentals;
 - small natural or constructed amphitheatre or stage for performance opportunities;
 - public art installations;
 - opportunities for learning (e.g., indigenous culture, natural history); and/or,
 - drinking water and public washroom facilities.
4. Riverside Park should be expanded to include the Town parcel to the north to accommodate future growth and improve integration with the Commercial Core, as generally shown in Figure 7.1. The design should be informed, in part, by the completion of an assessment as outlined in the *Environmental Impact Statement - Downtown Canmore Area Redevelopment Plan*.
5. Existing trees should only be removed to the extent necessary to facilitate the desired park design and to reasonably manage wildfire risk. A landscaped buffer should be provided along the northern boundary in areas adjacent to residential uses as identified in the Land Use Concept.
6. Non-vehicular modes of transportation, such as walking and cycling,

should be prioritized for future park access. A sidewalk should be provided along 8 Street and River Road to improve access to the park.

7. Seasonal or year-round food truck opportunities should be considered on River Road.
8. Limited short-term parking should be provided in the vicinity.

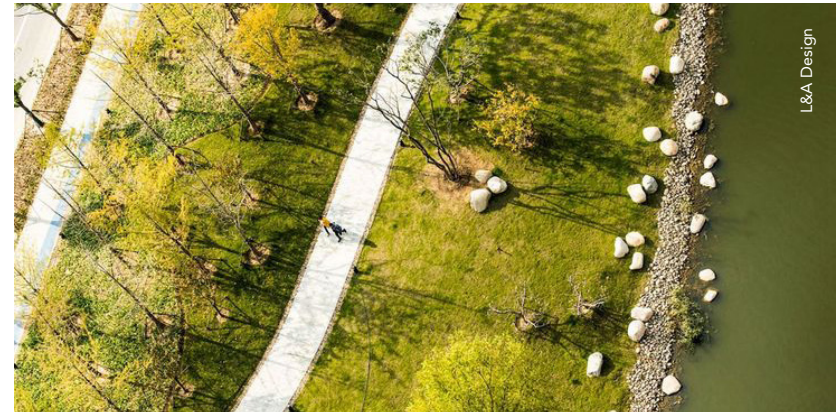


FIGURE 7.2 - AREAS OF FUTURE REGIONAL PARK



Above: Example of park space that provides multiple amenities for different users, passive spaces, and retains mature trees.

Future Regional Park

The Town owns two parcels (Figure 7.2) in the southeastern extent of the plan area. The following guidance provides direction for the future of these two sites.

9. A new regional park should be created in the area generally shown as Areas A and B in Figure 7.2. The park should be concentrated in Area A and make effective use of the available space. Amenities suitable for a variety of users should be provided, which could include:
 - a large multi-age playground;
 - pump track or skate park;
 - small-scale recreational uses;
 - passive green space; and/or,
 - sheltered picnic areas.
10. Children play structures, green space, and picnic areas should be located toward the south of the site, screened from Railway Avenue and sited to take advantage of Policeman's Creek and mountain views.
11. A new dog run or dog park should be considered for Area B.
12. Existing multi-use pathways or trails should be retained and incorporated into the park's design.
13. The park should be designed to minimize impacts to the riparian area.
14. Healthy, mature trees should be retained to the extent possible while facilitating the provision of adequate park space and infrastructure.
15. The park should feature a prominent public art installation and incorporate Indigenous place naming.

7.1.3 Neighbourhood Parks

"Neighbourhood parks serve the immediate neighbourhood, ideally within a 5 minute walk (400-500 m). They provide a small, safe, attractive space for those living in close proximity. Common features include a playground, a turf rink, benches/tables, waste bins, and dog bags. They may have extra facilities where convenient. It must be considered that tot lot playgrounds may limit the range of users and only meet neighbourhood needs in a limited way."

— Open Space and Trails Plan (2021)



Friendship Park

1. Friendship Park should continue to function as a passive recreation area that provides space for rest, respite, and connection to nature in the heart of downtown. Future improvements should consider:
 - preserving the existing trees and replacing when necessary with a mix of deciduous and coniferous trees (with consideration for Section 6.2.2) that provide shade in the park area;
 - retaining the boardwalk and adding picnic tables, other forms of seating, and permanent string lighting within the park;
 - retaining and expanding interpretive elements with updated design that aligns with Section 4.2 for consistency; and,
 - adding new public art installations.

Veterans Park

2. Veterans Park should provide active recreation services for the downtown area. Future improvements should consider:
 - retaining the existing community court;
 - accommodating the fitness equipment currently located in Centennial Park;
 - constructing a new multi-use pathway linking River Road, 9 Street, and the Bow River;
 - adding deciduous trees to provide seasonal shade within the park while retaining views; and/or,
 - allocating an unused portion of the park to support redevelopment of the adjacent public utility lot for affordable housing (Figure 4.3).

7.1.4 Natural Areas

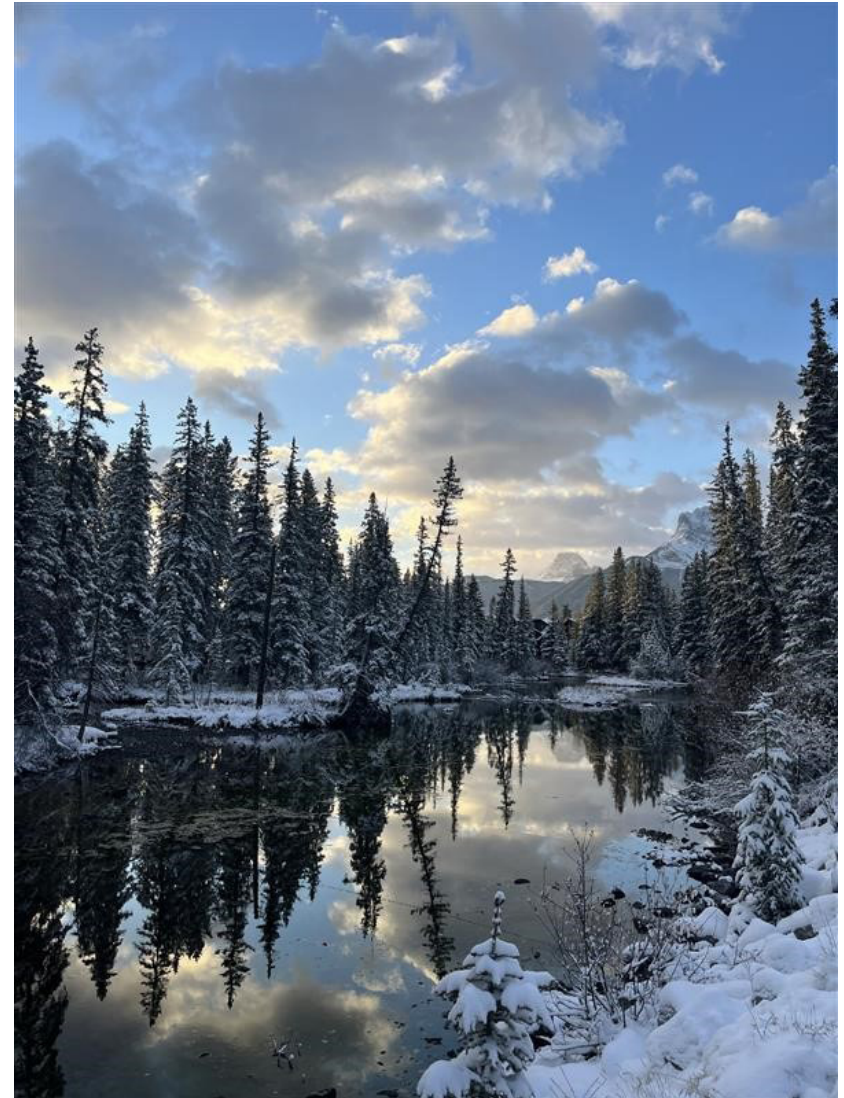
"Natural areas maintain the aesthetics of community by retaining natural features, mature and diverse landscapes. They protect environment quality by erosion control, watershed and groundwater protection, and noise abatement. They contribute to physical, emotional, and spiritual well-being of residents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

— Open Space and Trails Plan (2021)

1. Unless specified otherwise in this plan, all natural areas, including land identified as Conservation in the *Municipal Development Plan* and/or designated Conservation of Wildlands District or Environmental District in the *Land Use Bylaw*, should generally remain in a natural state.

New trails or improvements to existing trails may be permitted within natural areas in accordance with Figure 8.1. Trails should be designed to minimize impact on the natural area to the greatest extent possible.

2. Construction in or adjacent to natural areas should use mitigative measures to minimize disturbance or impact to the natural areas.



7.1.5 Municipal Reserves

There are several parcels in the plan area designated as Municipal Reserve (MR). This section provides policy direction for MR land that is not designated, or proposed to be designated, for uses specified in the *Open Space and Trails Plan*.

MR land refers to land collected and designated as MR through subdivision in accordance with the *Municipal Government Act*. MR land is generally intended to provide parkland, parks and trails, or space for schools or recreational facilities. MR lands may also be disposed of for other purposes in accordance with the *Municipal Development Plan*.

Eklof Park

Eklof Park is a Community Reserve parcel located at the corner of Mount Rundle Place and Fairholme Drive that is currently zoned for residential uses. The site is unidentified in the *Open Space and Trails Plan* and has been functioning as informal green space.

1. The Community Reserve designation shall be subject to regulations and guidance for Municipal Reserve, consistent with applicable legislation and guidelines for interpretation.
2. The parcel's size, shape, and location between roadways limits the recreational uses and types of facilities that can be accommodated. Although this parcel may continue to function as informal green space, the Town should consider changes that may reduce maintenance expenditures and upkeep requirements.
3. Other uses for this site may be considered by the Town in a manner that is consistent with the vision of this plan and the *Municipal Development Plan's* directions regarding MR land.

Future Municipal Reserves

4. As the plan area consists of previously subdivided and developed lands, the potential to acquire further MR land through subdivision is limited. Should subdivision occur within the plan area, the dedication of land as MR or collection of cash-in-lieu shall be determined in accordance with the *Municipal Development Plan*.

7.2 Enhanced Open Spaces

Intent: Expand the parks and open spaces network through the creation of social focal points that provide more defined urban spaces for gathering and activation. Enhanced open spaces includes both urban plazas (predominantly hardscaped and designed to accommodate programming and events) and natural plazas (incorporate more softscaping and support passive gathering and smaller-scale programming).

Policy

The policies in this section provide area-specific guidance relating to the open space network downtown. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

7.2.1 General Policy

1. A network of enhanced open spaces should be established as generally shown in Figure 7.1.
2. Enhanced open spaces should be designed to:
 - create a sense of place that is reflective of Canmore's history, character, values, and/or physical environment;
 - prioritize the use of natural materials reflective of the surrounding landscape;
 - be universally accessible;
 - be easily accessed by sidewalks, trails, or other active transportation infrastructure;

- be animated and include elements that promote vibrancy and facilitate four-season use, with special consideration for winter and evening use; and,
- align with the broader vision for downtown as provided in this plan.

3. Privately owned open spaces that allow for public access and use on private property—such as plazas, expanded streetscapes, green spaces, and pedestrian connections—should be strongly encouraged as part of new development. Relaxations or variances should be considered to facilitate their provision.



Above: Example of a privately owned open space that is situated on private property but open to the public and contributes to the public realm.



Above: Existing Civic Centre plaza, which would form one part of the larger central plaza (Section 7.2.2).

FIGURE 7.3 - CONCEPTUAL ALLOCATION OF SPACE FOR THE CENTRAL PLAZA

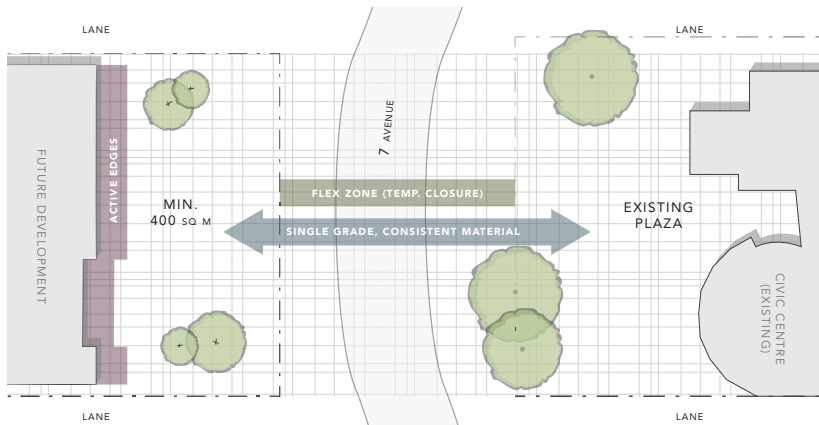


FIGURE 7.4 - ARTISTIC INTERPRETATION OF THE CENTRAL PLAZA AND CIVIC CORRIDOR (LOOKING SW)



7.2.2 Plazas

Central Plaza

1. A large, centrally located plaza should be provided in the heart of downtown in the area generally shown in Figures 7.1 and 7.3. The intent of the plaza is to provide a major gathering and celebration space with the capability of hosting small- and large-scale events.
2. The plaza should exceed 1,250 sq. metres in total area, consisting of:
 - the space dedicated to the existing plaza on 902 7 Avenue;
 - street right-of-way between 902 and 907 7 Avenue; and,
 - 400 to 600 sq. metres on 907 7 Avenue.
3. The plaza should:
 - use high-quality streetscape treatments (Section 4.2.6) for the full plaza extent including the street right-of-way;
 - maintain a consistent grade to support accessibility, adaptability, and the ability to temporarily close the street right-of-way to accommodate events and expand the functional plaza space; and,
 - provide public space elements, such as integrated seating; landscaping and LID tools to provide greenery, shading, and stormwater management; public art; bike parking; site-specific lighting; flexible programming space; and infrastructure to accommodate a range of activities, such as hosting events (e.g., opening/closing and awards ceremonies, civic and cultural celebrations, concerts, theatre, markets, etc.)
4. Adjacent building frontages should provide weather protection and active edges to animate the space (e.g., commercial unit entrances, patio space, seating, lighting).



Midtown Centre Plaza by SCAPE Studio, SHoP Architects, WDG Architects, and Tri-Lox

This 1,400 sq. m (15,000 sq. ft.) plaza—although in a more urban context than downtown Canmore—demonstrates design features that would be appropriate for the envisioned central plaza. Hardscaped areas occupy the majority of the space, capable of accommodating large volumes of pedestrians and offering capacity for events and programming. Paving stones and gentle, integrated lighting features are used to provide texture and warmth to the space.

Softscaping is strategically used to complement the space, with landscaped areas that create depth and intrigue, frame movement corridors, and define the space without compromising its function or capacity.

Mixed-use buildings line the edges to activate the space and provide a draw for people.

Downtown Pond

5. The existing open space and waterbody (Figure 7.5) is envisioned to become an enhanced open space that:
 - features a natural public plaza that is better integrated with the waterbody and provides sheltered areas that act as a public gathering space for passive recreational purposes (rest, repose, and gathering);
 - utilizes expanded terraced features to provide seating options, slope management, and an attractive interface and space for interaction with the pond; and,
 - incorporates fire pits, gentle lighting, or other amenities to enhance year-round usability of the space.
6. Improvements should be made to the bank to reduce erosion and define the open space.
7. The natural ice surface should continue to operate as a seasonal skating rink to support vibrancy and year-round activity downtown. Improvements that may support seasonal reliability of the ice surface should be considered.
8. The open space should be officially named to support public awareness, usage, and allow for proper signage.
9. Access to the area should be improved with clear wayfinding, trail upgrades, and transportation improvements as outlined in this plan.

FIGURE 7.5 - GENERAL AREA OF DOWNTOWN POND & OPEN SPACE



Example of terraced features that can provide seating and respond to changing water levels.



N.W.M.P. Barracks (601-609 Main Street)

These properties are owned by the Town and feature the North West Mounted Police (N.W.M.P.) Barracks (609 Main Street), constructed in 1893, along with public green space (601-609 Main Street). 609 Main Street features heritage resources that are provincially designated. The Town engaged the Province in the preparation of this plan to explore the potential for future open space improvements to the area.

Figure 7.6 highlights the current state of the site and its broader context as a gateway into downtown that could feature extensive improvements. More direction on gateways is provided in Chapter 4 - Land Use and Urban Design.

10. Given the gateway location and function of the site, improvements should be made to enhance use and accessibility while providing prominence to the Barracks.
11. Improvements should include the conversion of the existing green space into an urban or natural plaza, designed to:
 - function as a gateway into downtown and place of welcoming;
 - reduce physical and visual barriers in the public/private interface;
 - support public access and increased use of the space;
 - complement and highlight the Barracks, preserve the character-defining elements, and ensure new features are visually and physically compatible, subordinate to, and distinguishable from the site and Barracks structure; and,
 - incorporate public art or interpretive features that highlights the history of the area or celebrates Indigenous connection to land and place.
12. Improvements to 609 Main Street shall be undertaken in consultation with the Province and adhere to the *Standards and Guidelines for the Conservation of Historic Places in Canada* and align with the site's heritage value.
13. Development of 601 Main Street may be considered in accordance Section 4.1 and where the development mitigates impacts on the designated heritage resources.



8.

Transportation and Mobility



8. Transportation and Mobility

As a key destination for both residents and visitors, downtown serves as an important link that connects people with Canmore and both sides of the Bow Valley. It plays a vital role in providing access to recreational opportunities, essential services, businesses, public amenities, and residential neighbourhoods.

Downtown's location in the valley bottom poses unique challenges for accommodating higher levels of vehicle usage. People trying to access areas of west Canmore and beyond—including Quarry Lake, Grassi Lakes, and the recreational opportunities off Highway 742—have traditionally driven through downtown and used Bridge Road to get there, adding significant volumes to a roadway network with constrained rights-of-way and limited capacity. As more people call Canmore home or come to visit, we will need to accommodate more trips through walking, cycling, and transit to maximize the capacity of downtown's limited mobility corridors.

This chapter outlines a series of comprehensive strategies in alignment with the *Integrated Transportation Plan (ITP)* that will ensure people can continue to efficiently access, move through, and navigate downtown. The strategies are aimed at transforming downtown Canmore into a more accessible,

inclusive, and people-friendly environment that can overcome its current constraints. It envisions a pedestrianized Main Street that can accommodate more people and support a reconfiguration of the surrounding street network in accordance with the *ITP*—improving vehicular flow and enhancing the experience for all users. It proposes a shift away from dispersed parking and towards a centralized intercept facility, offering more convenient access and reducing congestion on downtown streets. Critical improvements to walking and cycling infrastructure are also identified, encouraging more trips by modes that will maximize the number of trips that can be accommodated within a constrained roadway network.

You can read more about our broader vision for transportation, including other applicable policies or guidelines, in the **Integrated Transportation Plan (ITP)**, **Integrated Parking Management Plan (IPMP)**, and **Engineering Design and Construction Guidelines (EDCG)**.

Objectives

- Integrate transportation and land use planning
- Improve the accessibility of downtown for all user groups
- Support the mode shift targets identified in the *ITP*
- Maintain vehicular movement through downtown
- Support a vibrant public realm
- Right-size parking
- Support climate change adaptation and resiliency

Travel Mode Targets

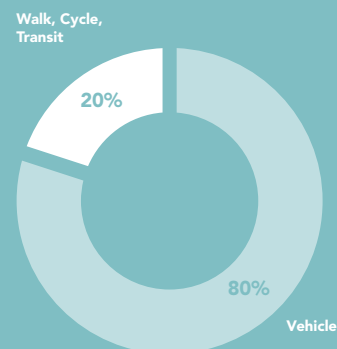
Fundamental changes in travel patterns and demands are needed to accommodate a significant portion of trips by walking, cycling and transit in downtown Canmore. This mode shift will also provide the added benefit of enhanced liveability, sustainability, resilience, and vibrancy of the area.

In 2018, we adopted an updated *Integrated Transportation Plan* (ITP), which looked at how best to accommodate projected levels of growth and visitation within constrained rights-of-way throughout town on a 2030 horizon. The *ITP* identified the need for roadway designs that better reflect their intended functions and to facilitate mode shift away from the private automobile—by creating a connected network of high quality walking and cycling infrastructure and transit service.

We undertook an updated study as part of the creation of this plan, looking at a 2050 horizon, which incorporated the proposed changes to the network—such as the pedestrianization of Main Street and the densification envisioned for the area.

The results of this study reaffirmed the directions in the Integrated Transportation Plan (ITP) and the need for significant mode shift in order for the transportation network to function.

2017 Mode Share (Observed)



2030 Mode Share (2018 ITP)

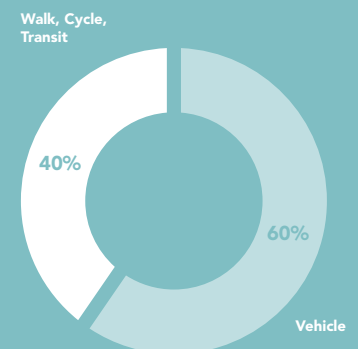


FIGURE 8.1

Active Transportation Network

LEGEND

- ACTIVITY STREET (PEDESTRIANIZED)
- PHYSICALLY SEPARATED CYCLING FACILITY
- SHARED ON-STREET CYCLING FACILITY
- ACTIVATED LANE
- MEWS LANE
- MID-BLOCK CONNECTION
- MULTI-USE PATH (PAVED)
- MULTI-USE PATH (GRAVEL)
- BOARDWALK
- T EXPANDED TRANSIT TERMINAL

Locations may be considered approximate and subject to change.

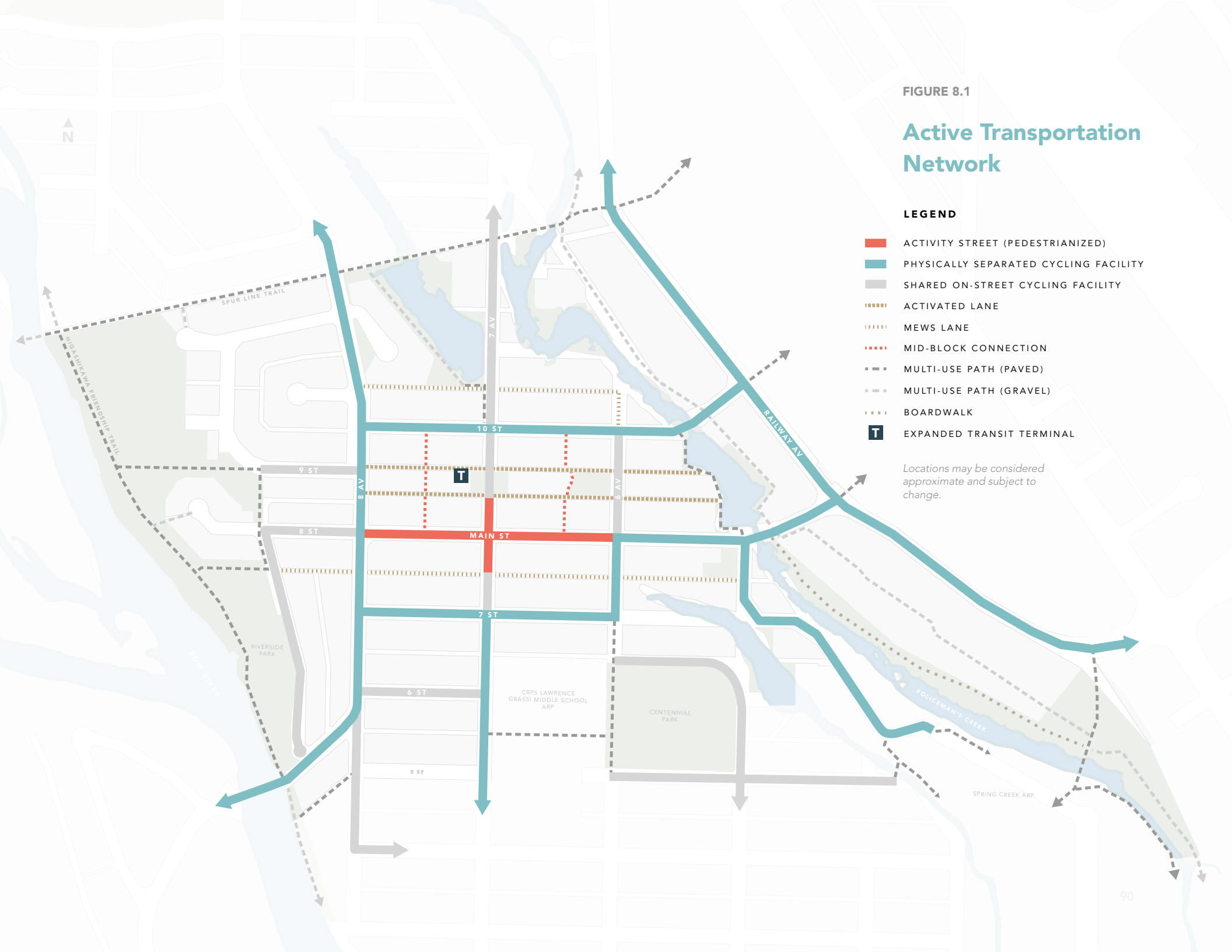


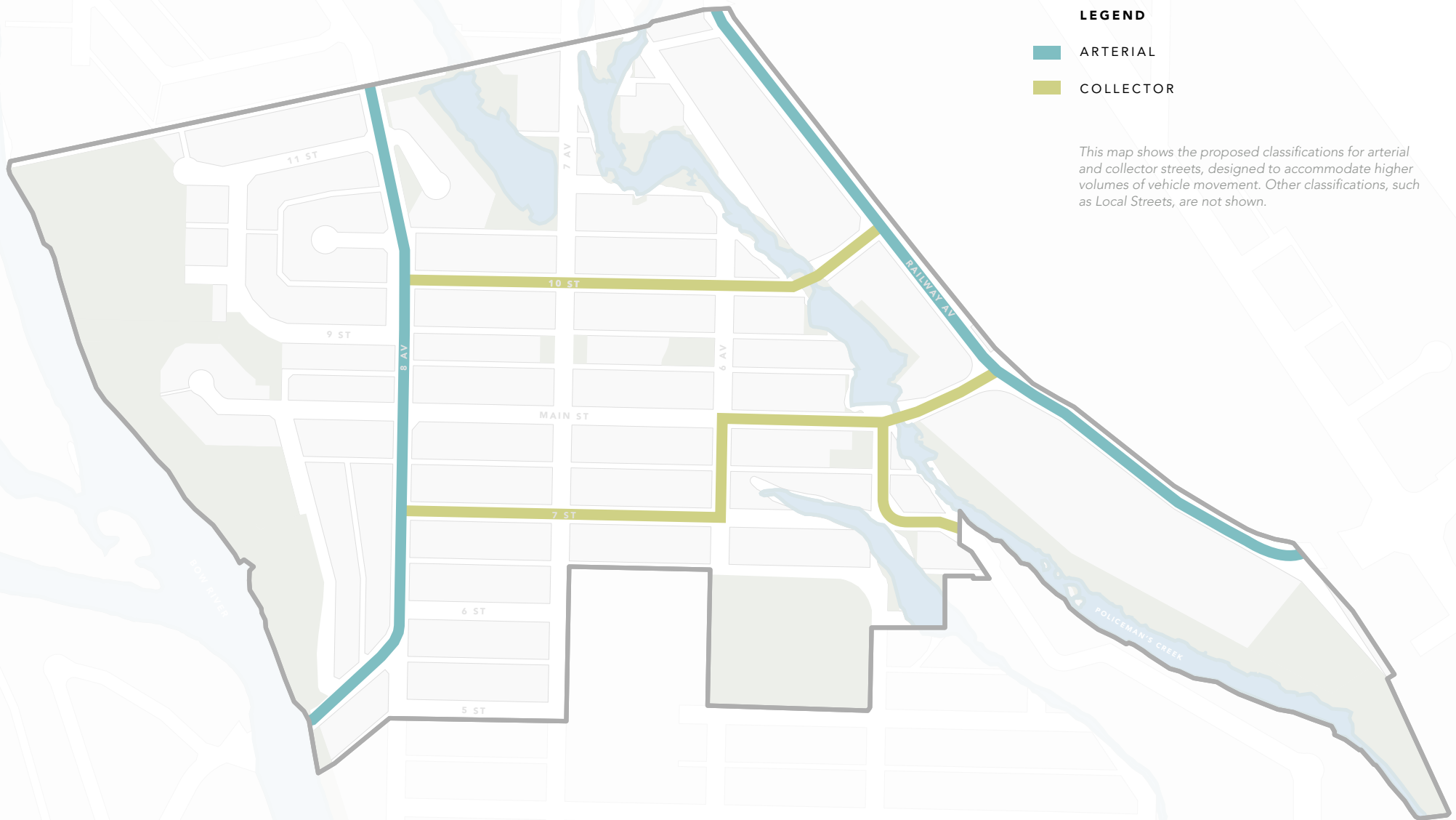
FIGURE 8.2

Major Street Network

LEGEND

- ARTERIAL
- COLLECTOR

This map shows the proposed classifications for arterial and collector streets, designed to accommodate higher volumes of vehicle movement. Other classifications, such as Local Streets, are not shown.



8.1 Streets

Intent: Provide an improved street network that can accommodate the diverse needs of its users, support accessibility, achieve mode shift targets, and maintain vehicular movement through the valley bottom.

Policy

The policies in this section provide area-specific guidance relating to streets and related transportation infrastructure. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

8.1.1 General Policy

1. The future transportation network should generally align with Figures 8.1 and 8.2.
2. Except where specified otherwise in this plan, street planning and design should be undertaken in a manner that is consistent with the *Integrated Transportation Plan*.

8.1.2 Street Design

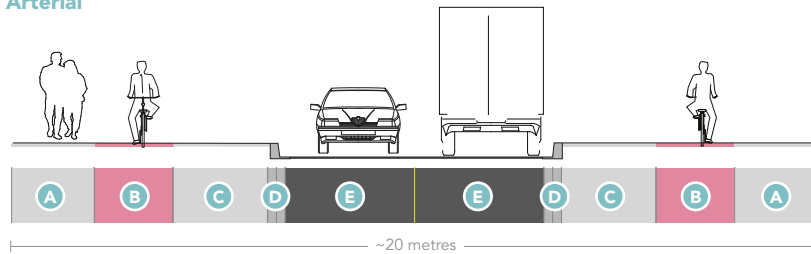
1. Streets and sidewalks should be designed to support the goal of universal accessibility through measures outlined in the *Engineering Design and Construction Guidelines*.

2. Street trees should be prioritized in the design of streets downtown. Where the right-of-way is constrained, changes to typical street cross-sections and the acquisition of pocket easements should be considered to facilitate the provision of trees and landscaping.
3. Traffic calming measures, such as curb extensions and raised crosswalks, should be integrated in local streets and residential areas where appropriate to promote lower vehicle speeds and improve safety for all street users.
4. Where appropriate, streets should be designed as flexible, shared spaces that can be adapted for different uses, including public events and temporary closures.
5. Road closure(s) may be considered where there is unused or excess rights-of-way and where the Town deems the land would be better suited for alternative purposes.
6. Accommodating further growth within the plan area requires improvements to the transportation network and achieving significant mode shift. Development(s) may be required to reconstruct their frontage(s) at time of development to align with the desired future street cross-section(s) or provide an equivalent cash contribution at the discretion of the development authority.

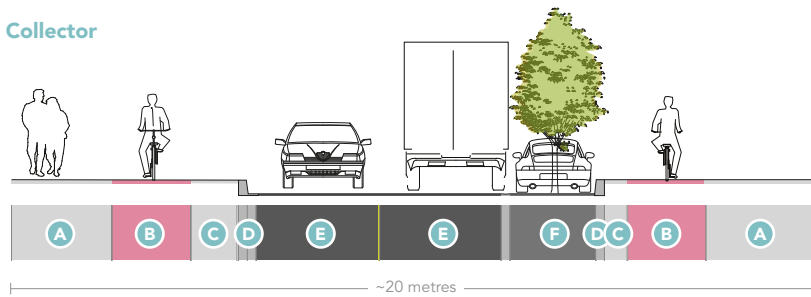
Conceptual street cross-sections for typical conditions within the plan area are provided for each street classification in Figure 8.3. Actual designs may vary.

FIGURE 8.3 - CONCEPTUAL CROSS-SECTIONS FOR TYPICAL CONDITIONS

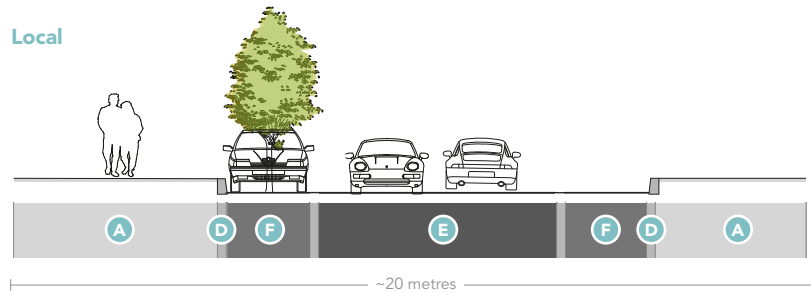
Arterial



Collector



Local

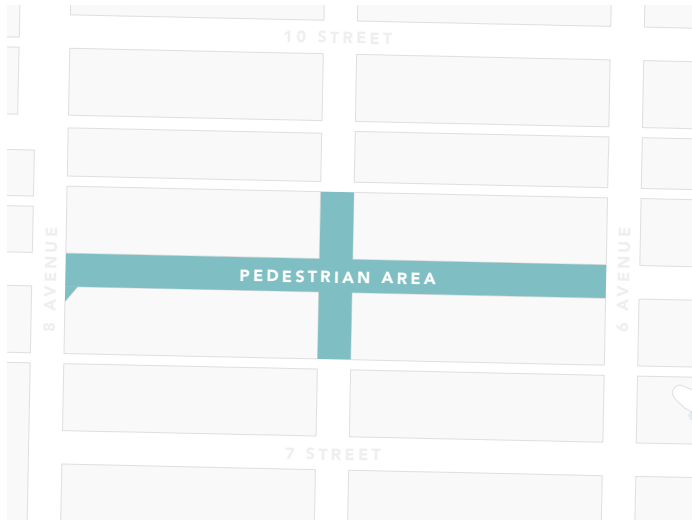


LEGEND

- | | |
|-----------------------------------|----------------------|
| (A) Sidewalk | (D) Curb |
| (B) Cycle path | (E) Travel lane |
| (C) Landscaping / furnishing zone | (F) Parking, in bays |



FIGURE 8.4 - PROPOSED EXTENT OF PEDESTRIAN AREA



Main Street during seasonal (summer) pedestrianization.

Main Street

With the underground facilities on Main Street reaching their theoretical end of life in the 2030s and requiring replacement, there is a rare opportunity to redesign the street into a unique public space that can support year-round vibrancy, economic activity, and distinguish itself from other commercial areas.

7. Main Street shall be redesigned and constructed as a permanent, fully pedestrianized public space closed to vehicles year-round. The design should:
 - provide a winding pedestrian movement corridor to reflect the area's natural setting, allow for intimate gathering and patio space, and create a distinct character with a village-like feel;
 - incorporate plantings that provide a mix of year-round greenery and seasonal colour with varied placement to create intrigue and a natural character;
 - prioritize the creation of a vibrant and functional public space by considering reduced widths for emergency access in consultation with emergency services;
 - maintain a continuous grade to support permeability and accessibility;
 - prioritize and allocate space for patios, programming, and landscaping within the right-of-way;
 - incorporate infrastructure to support year-round use and programming, including electrical hookups;
 - support winter use with consideration for solar exposure and wind breaks; and,
 - use high quality streetscape materials consistent with Section 4.2.6.
8. The seasonal pedestrianization of Main Street should continue until the redesign is completed.

FIGURE 8.5 - ARTISTIC INTERPRETATION OF A PEDESTRIANIZED MAIN STREET



This illustration demonstrates what Main Street could look like in the future with abundant patio space, landscaping, and space for people and gathering.



Example of an activated lane.



Example of what material differentiation could look like in a mews lane.

8.1.3 Lanes

1. Lanes should be considered critical components of the public realm and designed as multi-purpose public spaces that maintain necessary access and service functions while supporting increased pedestrian activity, safety, and a broader range of uses.
2. Landscaping, soft lighting, and attractive material treatments should be used on private property to create an attractive public/private realm interface along the lane. Blank walls should be avoided.
3. Loading/unloading for non-residential uses should be limited to lanes, private driveways, or, where necessary, the lesser street classification. Additional requirements, such as time restrictions, may be required to mitigate impacts on the transportation network and/or public realm.
4. Two types of enhanced lanes, activated and mews lanes, shall be established in the locations shown in Figure 8.1 and designed to a higher standard than conventional lanes.

Activated Lanes

5. Activated lanes are located where commercial uses front the lane and high levels of activation and vibrancy are desired (Figure 8.1). Activated lanes should include:
 - a continuous, barrier-free walking space of at least 1.8 metres featuring paving stones or other material treatments to delineate the space;
 - soft, dark-sky, pedestrian-scale lighting;
 - a high standard of design and activation from adjacent development(s), including dual commercial frontages for properties in the Commercial Core (Section 4.1.4).
6. Developments adjacent to activated lanes should consolidate parking facilities and their access, consistent with Section 8.2 to minimize interruption of the lane.

Mews Lanes

7. Mews lanes are located along desire lines where accommodating pedestrian movement is necessary (Figure 8.1). Mews lanes should include:
 - material differentiation along lane edges to establish walking space for pedestrians; and,
 - soft, dark-sky, pedestrian-scale lighting installed on adjacent development(s) to gently illuminate the lane.

8.2 Parking

Intent: Create a balanced approach to parking that employs more effective demand management strategies, reduces public subsidy of parking, and supports the land use and transportation objectives of this plan.

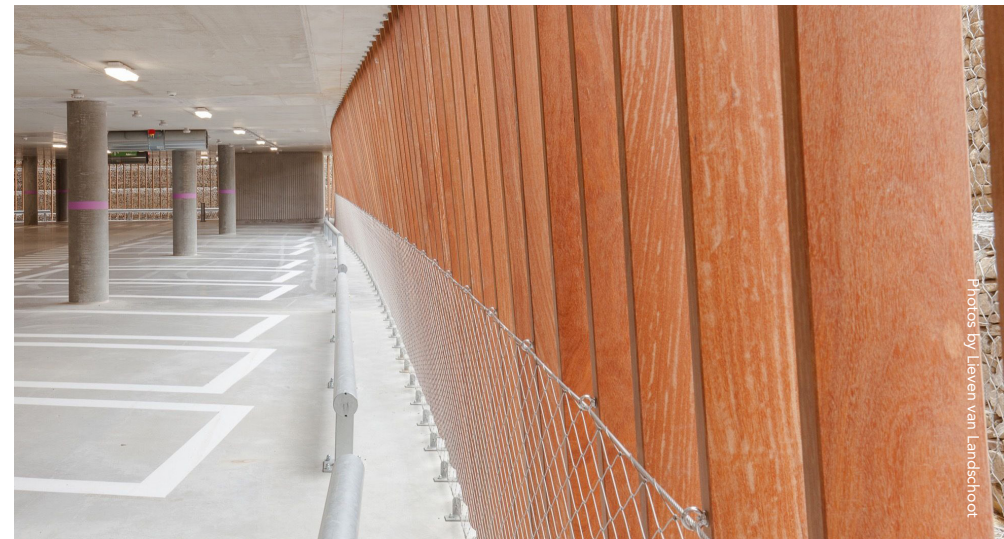
Policy

The policies in this section provide area-specific guidance relating to parking. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

8.2.1 Off-street parking

1. An intercept parking facility should be provided to reduce vehicle congestion, enhance the pedestrian experience, and promote walking, cycling, and transit within the downtown core. The facility should:
 - be located for downtown visitation (e.g., 700-800 Railway Ave);
 - provide parking spaces to address long-term parking demand;
 - prioritize accessibility with convenient pedestrian and transit access to downtown and nearby points of interest;
 - incorporate exterior dark-sky lighting;
 - incorporate design features, landscaping, and other screenings that visually soften its appearance and complement the natural and architectural aesthetic of downtown; and,
 - facilitate the redevelopment of the existing surface parking lots downtown for higher and better uses.

Consideration should be given to the potential for shared parking arrangements with development(s) downtown.



Above: Examples of how a parking facility, such as an multi-level intercept parkade, can incorporate materials, landscaping, or other screenings to enhance its appearance.

2. The need to incorporate public parking facilities into future developments on Town land should be considered by the Town at the time of development.
3. Active transportation options and transit connections should be integrated with public parking facilities within and/or near downtown.
4. Off-street parking regulations, including parking minimums, should be regularly reviewed and updated to support redevelopment and ensure parking supply can be responsive to changing market conditions and demand over time.
5. The existing *Parking Cash-in-lieu Policy* should be updated to encourage broader uptake, support redevelopment, ensure function of the transportation network, and to adequately fund parking facilities.

Updates should consider:

- reducing the per stall cash-in-lieu fee;
 - further reducing or waiving the cash-in-lieu fee for development(s) that provide a desired mid-block connection (Section 8.3.1) or non-market affordable housing;
 - expanding the policy's applicability to the entire plan area; and,
 - requiring development(s) in the Commercial Core with frontage on an activated lane to participate in the cash-in-lieu program.
6. To avoid spillover and demand for on-street parking and residential parking permits, applicants should consider projected parking demand in their calculation and provision of off-street parking as part of any development(s).
 7. 100% of parking spaces for residential, visitor accommodation, and hostel uses and 20% of parking spaces for all other uses shall be pre-wired for electric vehicle chargers.
 8. Parking should be accessed from lanes or private driveways. Where a

lane or private driveway does not exist, access should be provided from the lesser street classification or the creation of a new lane or private driveway at the discretion of the development authority.

9. The provision of and access to off-street parking along activated lanes (Section 8.1.3) shall not compromise or come at the expense of the design or function of the private/public realm, the intent of activated lanes, or the provision of attractive, animated, and functional commercial units and frontages on the activated lane in the Commercial Core.

The development authority may require cash-in-lieu of parking to achieve the intent of activated lanes, dual frontages, and to support the construction of off-street parking facilities.

10. Shared parking agreements between businesses, institutions, and developments should be used to maximize the use of existing parking facilities, particularly during off-peak hours.
11. To maintain the function of Railway Avenue and minimize points of conflict between users, parking access along Railway Avenue shall be managed as follows:
 - development(s) with frontages of 20 metres or greater on Railway Avenue shall provide parking access from the side of the building via private driveways;
 - development(s) with frontages less than 20 metres on Railway Avenue should provide parking access from the side of the building via private driveways;
 - where private driveways are constructed, agreements should be registered to ensure future development(s) on adjacent properties can use the private driveway for their parking access;
 - where an adjacent property has provided a private driveway and agreement for access, developments shall provide access to their parking via the existing private driveway; and,

- land assemblies are encouraged to facilitate consolidated access.

Alternative solutions may be considered at the discretion of the development authority.

12. Development(s) in the Gateway, Commercial Core, or Civic Corridor character area (Section 4.1.4) should locate parking within building envelopes and incorporate garage doors, landscaping, or other design interventions to visually screen parking and create an attractive interface with the adjacent spaces.
13. Below-grade parking should not encroach in required building setbacks to ensure adequate space and soil volume for trees and stormwater management. Relaxations may be considered if the applicant can demonstrate that encroachment is necessary and would not adversely impact the ability to manage stormwater on-site or maintain the health of existing or future street trees.
14. Structured parking should not raise the finished grade of a development along the street frontage(s) or activated lane to the extent it adversely impacts the creation of an attractive private/public interface or conflicts with the vision or intent of this plan.
15. Private parking stalls should be unbundled from residential units, ensuring that parking is offered separately from the purchase or rental of housing units.

8.2.2 On-street parking

1. Parking supply and demand should be regularly monitored by the Town. Regulations should be adjusted as necessary to achieve a target peak occupancy of 80-90% and ensure continued alignment with the *Integrated Parking Management Plan*.
2. On-street parking regulations should be continuously expanded or increased over time to promote efficient use of parking, maintain function of the transportation network, and manage demand that may result from population growth and visitation. Measures should include:
 - expanding the application or pricing of paid parking;
 - transitioning to a zone-based permitting system;
 - expanding permitting areas;
 - pricing parking permits at rates that increase over time up to, and potentially exceed, cost recovery; and,
 - reducing the number of parking permits to one per residential unit.
3. Long-term parking spaces in high-demand areas should be limited to encourage turnover and availability of stalls for short-term visitors and access to commercial uses.
4. Accessible parking spaces that meet accessibility standards should be prioritized in locations that provide convenient access to points of interest, the Civic Corridor, and the Commercial Core.
5. On-street parking spaces equipped with electric vehicle (EV) chargers should be increased to support the growing adoption of electric vehicles and reduce carbon emissions.

8.2.3 Bicycle parking

1. Bicycle parking should be prioritized as a foundational design consideration for all development(s) to ensure it is accessible, easy to use, and offers convenient access to the street with minimal doorways or other physical barriers as identified in the *Engineering Design and Construction Guidelines*.
2. Development(s) should exceed the minimum requirements of the *Land Use Bylaw* for long-term bicycle parking stalls to support mode shift targets and reduce demand for private vehicle use.
3. Convenient, secure, short-term bicycle parking should be provided close to main entrances of residential and commercial uses as per the requirements of the *Engineering Design and Construction Guidelines*.
4. A publicly accessible secure bicycle facility should be created to serve the Commercial Core and provide access to transit.
5. Adequate bicycle parking should be provided at or within close proximity to parks, open spaces, and at strategic locations along pathways (e.g., near points of interests such as the Engine Bridge).



8.3 Mobility

Intent: Provide a safe, accessible, and connected network of walking, cycling, and transit infrastructure that makes it convenient for people of all ages and mobilities to access and move downtown—and, in doing so, reducing pressure on the road network to ensure those that need to drive are able to.

Policy

The policies in this section provide area-specific guidance relating to mobility. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

8.3.1 Active Transportation

Street Network and Design

1. The future active transportation network should generally align with Figure 8.1.
2. Active transportation infrastructure should feature accessible grades and barrier-free movement wherever possible.
3. Streets should be designed to provide a high quality of experience for walking and cycling in support of the mode shift targets required to maintain function of the street network.

Design features should include:

- high-quality design and materials to create an interesting streetscape that encourages people to engage with and move through the space;

- adequate infrastructure to support the safety and comfort of people walking and cycling (e.g., signage, weather protection, benches, tree canopy, washrooms);
 - dark-sky, pedestrian-scale lighting where appropriate; and,
 - adequate space within the boulevard to support public uses and infrastructure where adequate rights-of-way exists.
4. A series of designated walking and cycling loops should be created to encourage active transportation and physical activity. These loops should be regularly reviewed and updated as infrastructure improvements are made and should be designed to:
 - connect points of interest;
 - be universally accessible;
 - be distinctly named;
 - be identifiable via wayfinding, signage, or other markings; and,
 - be easy to navigate and appealing to use.

Multi-use Pathways and Trails

5. Recommendations from the *Open Space and Trails Plan* for downtown were considered in the preparation of this plan and remain appropriate for implementation. Implementation priorities include:
 - paving the Spur Line Trail and Higashikawa Friendship Trail, as generally shown in Figure 8.1;
 - upgrading the trail on the west side of the Downtown Pond and the unofficial trail on the east side of Riverside Park to gravel standard;
 - installing pedestrian-level lighting on main commuter pathways in the downtown area; and,
 - facilitating stronger downtown cycling network connections.
6. The Commercial Core and Civic Corridor should be connected to the



Bow River and the Higashikawa Friendship Trail through a new east-west multi-use pathway along the existing unused right-of-way.

7. Access points to the Bow River from the Higashikawa Friendship Trail between Riverside Park and the Engine Bridge should be consolidated into a single access point to balance access and restoration of the natural area.
8. Signage or placard(s) should be installed along the Higashikawa Friendship Trail to provide information on the name and the Town's relationship with its sister city, Higashikawa.w
9. Unauthorized trails should be decommissioned to reduce wildlife impacts and support restoration of previously undisturbed or natural areas.
10. The existing multi-use pathway along the eastern edge of Policeman's Creek should be extended to the southeast to support mode shift and connect to the future regional park. The pathway should be gravel or, with consideration for policy 6.1.2(2.4), paved. The pathway should be located within the setbacks specified in Section 6.1.2.
11. Safety and accessibility improvements should be made to the trail network including the provision of accessible grades, ramps, and gentle pedestrian-scale lighting where appropriate.
12. Small-scale placemaking along pathways and trails should be implemented over time with seating, art, lighting, or other features to create more intimate spaces for people to enjoy and connect with the area.
13. The Spur Line Trail should be managed as a key recreational feature and attraction downtown by adding various placemaking element(s) and improvements, such as:
 - plantings to increase tree canopy and provide shade;
 - pedestrian-level lighting;
 - a public art walkway or the installation of educational placards; and/or,
 - maintenance of portions of the trail for ice skating in the winter and connecting from the Downtown Pond.
14. Multi-use pathways and trails should provide a hierarchy of wayfinding signage consistent with Section 4.2.6.



Mid-block Connections

15. Publicly accessible mid-block connections will form part of the active transportation network downtown, promoting permeability, accessibility, and supporting mode shift targets and the function of the transportation network. Mid-block connections should be provided in the locations generally shown on Figure 8.1. The exact location of the mid-block connections may vary depending on lot assemblies and timing of development.
16. Mid-block connections should:
 - provide public access between lanes and/or streets at all times;
 - exceed 3.0 metres in width;
 - be located outside, within a breezeway, or through interior pedestrian malls;
 - be designed to ensure safety, accessibility, and aesthetic appeal;
 - provide lighting that promote extended hours of use; and,
 - have activated edges with patios, entrances, or other features.

Mid-block connections, such as those shown above, can provide functional linkages between key streets or public spaces and support accessibility by reducing travel distances between places.

17. Mid-block connections should be provided through development. Consolidation of lots should be strongly encouraged to facilitate the provision of mid-block connections.
18. Relaxations or incentives, including variances to height, density, setbacks, and/or waiving of parking cash-in-lieu fees should be considered for development(s) providing a mid-block connection.

8.3.2 Transit

1. Transit services should be expanded over time to meet increasing demand. Routing should be periodically reviewed and adjusted to improve overall service of the network.
2. Streets should be designed to accommodate and support increased transit ridership. This may include the allocation of space within the right-of-way for transit infrastructure, integration of bike lanes with transit stops, expanded sidewalks to promote connectivity and access to transit, transit-priority signals, accessibility improvements, or restricted sections of streets or lanes.
3. An expanded transit terminal should be incorporated into a future comprehensive development on Town land in or near the Civic Corridor or Commercial Core. Potential locations include 907 7 Avenue-950 8 Avenue (recommended) or 702-738 7 Street.
 - 3.1. The transit terminal should seamlessly integrate into the design of the comprehensive development and public washrooms, enhance the public realm, and align with the broader vision for downtown.
 - 3.2. The transit terminal should be sited and designed to minimize interference or disruption of public spaces or community-oriented uses or facilities.
4. Transit facilities should be designed for year-round usability and comfort, with particular consideration for weather and wind protection.
5. Transit stops should be located in areas that contribute to the overall accessibility of downtown, including the Commercial Core, Civic Corridor, and key destinations such as Riverside Park and Centennial Park.
6. Transit should be considered or integrated into the design of the future intercept parking facility to support efficient connections and the accessibility of downtown.



Photo by Opta About



9.

Servicing



9. Servicing

The continued redevelopment of downtown presents an opportunity to modernize aging deep utility infrastructure while addressing the challenges of increased demand and environmental sustainability. As the number of residents increases, so too will the strain on water, sanitary, and stormwater systems—necessitating strategic upgrades to support future growth.

Our *Utility Master Plan* identifies much of the water and sanitary infrastructure, originally installed in the 1960s, as nearing the end of its service life. These systems require systematic replacement and upsizing to reliably meet the needs of downtown's future population.

Stormwater management presents additional challenges due to the area's flat valley-bottom topography, shallow water table, and proximity to the Bow River. As a result of these challenges, there are few piped stormwater systems in the valley bottom. Instead, our *Engineering Design and Construction Guidelines* mandate a "treat, then infiltrate" approach, utilizing natural vegetative systems to filter runoff before infiltrating it directly into

the ground. Modernization of the existing stormwater system is necessary to enhance water quality, accommodate increased imperviousness caused by redevelopment, and mitigate more intense rainfall caused by climate change.

This section outlines strategies to modernize and adapt downtown's deep utility infrastructure. It aims to ensure the reliability and capacity of water and sanitary systems while integrating innovative stormwater solutions that align with environmental stewardship and climate resilience.

You can read more about our broader vision for these topics, including other applicable policies or guidelines, in the **Utilities Master Plan, Master Drainage Plan, and Engineering Design and Construction Guidelines.**

Objectives

- Accommodate future redevelopment
- Extend the lifecycle and capacity of utility infrastructure
- Mitigate flood risks through strategic stormwater management
- Protect water quality with advanced treatment methods
- Ensure resilience to the impacts of climate change

9.1 Stormwater

Intent: Improve stormwater management practices to provide an appropriate level of flood protection, protect watercourses and groundwater from contamination, respect sensitive environmental areas, enhance resilience, and provide co-benefits for the community.

Policy

The policies in this section provide area-specific guidance relating to stormwater management. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

9.1.1 Stormwater Management

1. Development(s) shall manage stormwater on site by capturing, retaining, and infiltrating runoff up to and including the 1:5 year storm event at minimum.
2. Development(s) on parcels identified in Figure 9.1 that are adjacent to the 1:100 year stormwater trap lows shall comply with the minimum building opening elevations specified in Figure 9.1.
3. Any modifications to existing grades shall accommodate existing overland flow routes, as shown in Figure 9.2.
4. Low Impact Development (LID) infrastructure should:
 - be installed adjacent to asphalt pathways which abut natural watercourses to improve water quality, reduce runoff temperatures, and reduce environmental and ecological impacts;
 - be utilized within street cross sections wherever feasible at the locations conceptually identified in Figure 4.3 and Section 4.5 of the *Stormwater Management Feasibility Study*; and,
 - be implemented where overland spill locations discharge directly into natural watercourses, as illustrated in Figure 4.2 of the *Stormwater Management Feasibility Study*.
5. Naturalized methods of LID infrastructure with surface expression, such as natural wetlands and bioswales, should be prioritized where feasible to provide co-benefits and contribute to the desire to integrate nature into the public realm.
6. Overland spill locations that discharge across private lands should be rerouted onto public land, if possible; otherwise, they should be formalized via overland drainage rights-of-way.



Example of LID infrastructure installed within street cross sections to manage stormwater runoff.



FIGURE 9.1

Stormwater Trap Lows

LEGEND

- # 1:100 YEAR TRAP LOW ELEVATION
(INCLUDING 300MM FREEBOARD)
- PARCELS ADJACENT TO 1:100
YEAR TRAP LOW (WITHIN 5 M)

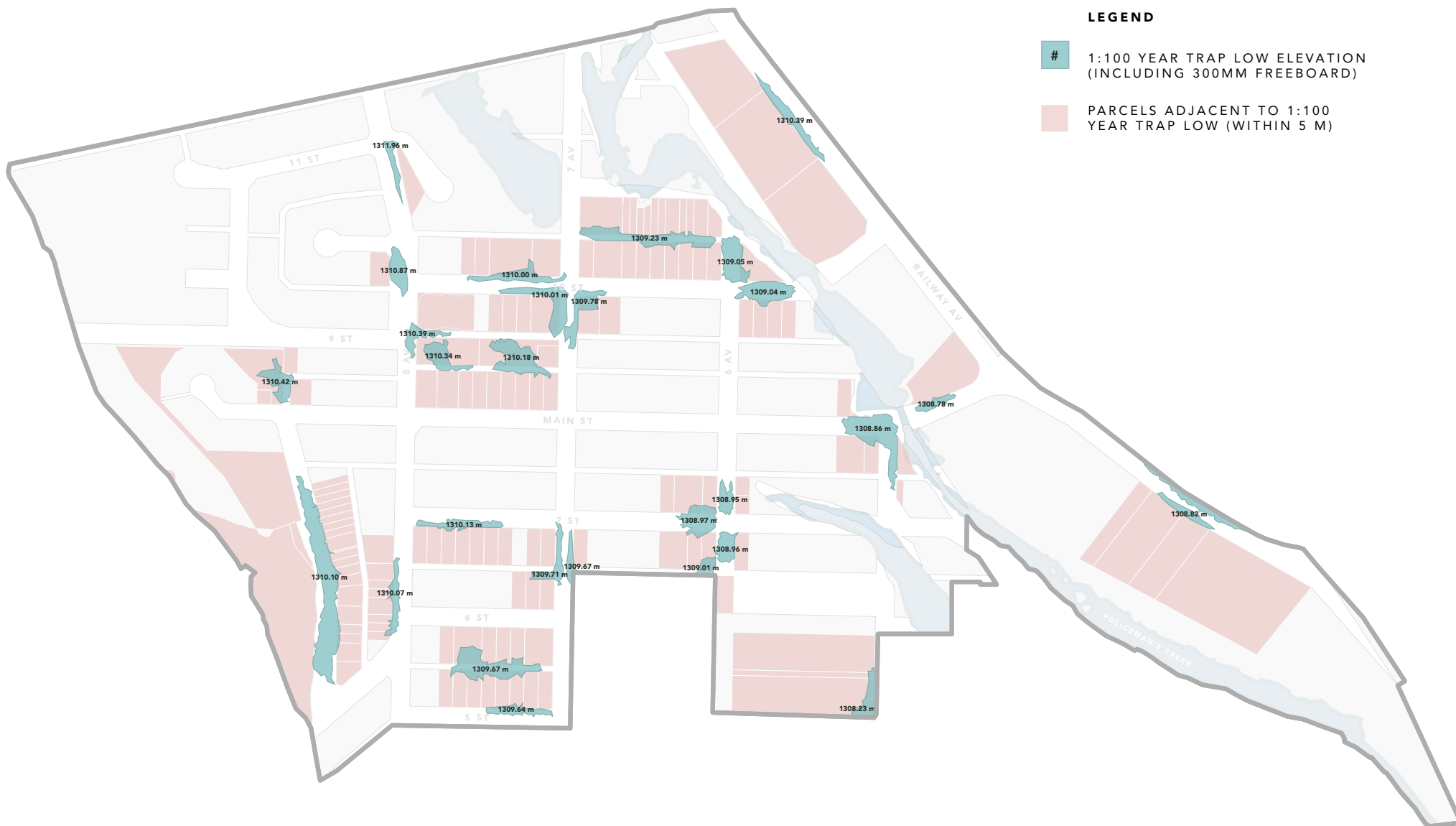




FIGURE 9.2

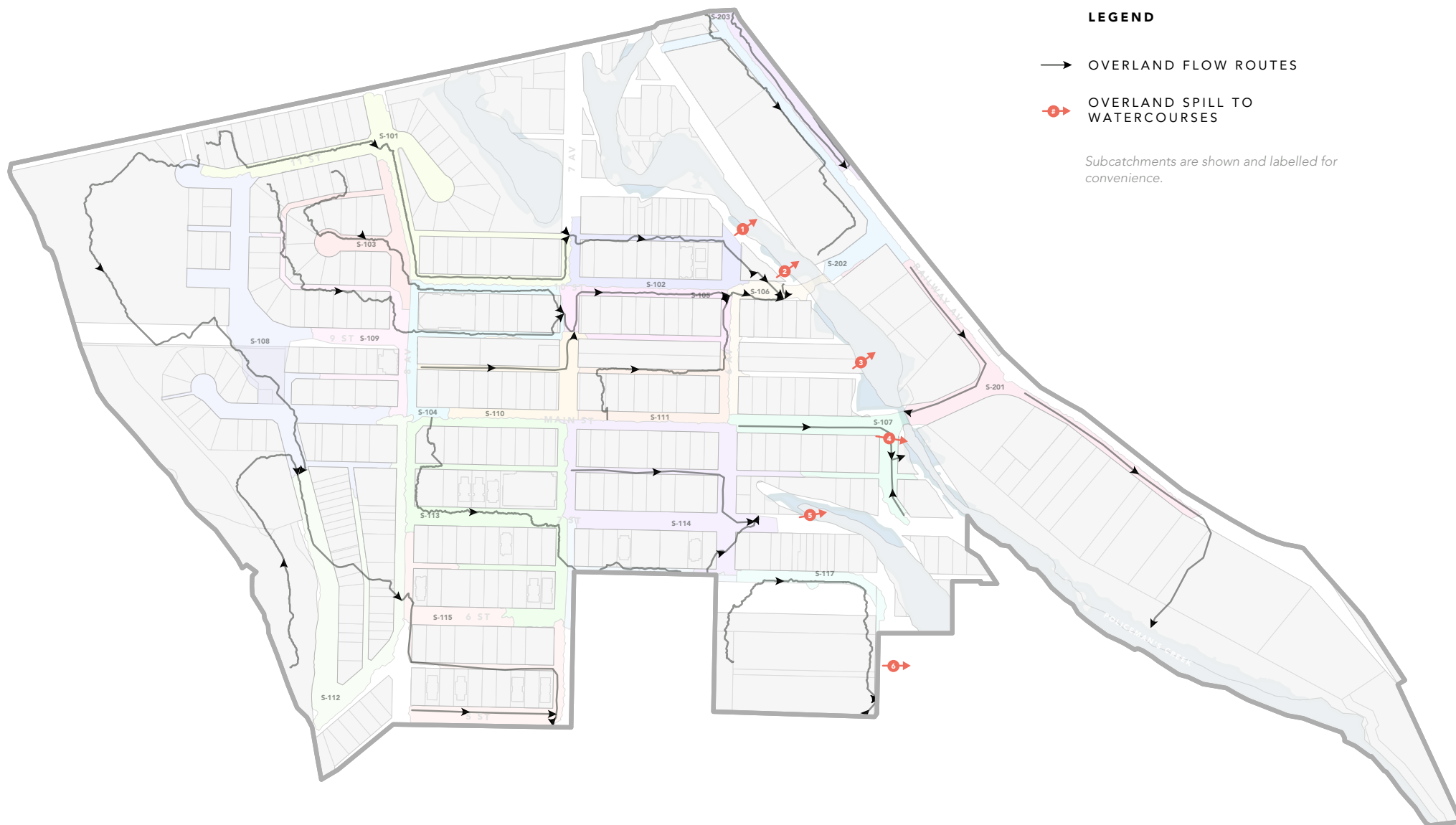
Overland Flow Routes

LEGEND

→ OVERLAND FLOW ROUTES

➔ OVERLAND SPILL TO WATERCOURSES

Subcatchments are shown and labelled for convenience.



9.2 Utilities

Intent: Maintain or improve water and sanitary systems in alignment with the Utility Master Plan while accommodating continued growth and change downtown.

Policy

The policies in this section provide area-specific guidance relating to utilities. Guidance provided in other plans, policies, or bylaws as adopted or amended from time to time may also apply.

9.2.1 General Policy

1. Utility rights-of-way, easements, and public utility lots should be provided to accommodate municipal utilities where appropriate.
2. Development(s) within the plan area shall be serviced with municipal water, sanitary sewer, and stormwater utilities.
3. Development(s) on lots with existing water and sanitary services will require replacement of services to the public mains at the expense of applicants, in accordance with the *Engineering Design and Construction Guidelines*.

9.2.2 Water

1. Watermains in the plan area will require lifecycle replacement. At time of replacement, the capacity of certain mains will be increased to provide fire flow requirements appropriate for the planned density and land use.

2. Additional hydrants will be required to provide an appropriate level of fire protection in alignment with the proposed density and land use. New hydrants shall be installed as a condition of development or by the Town during lifecycle replacement projects.

9.2.3 Sanitary

1. Sanitary mains in the plan area will require lifecycle replacement. At time of replacement the capacity of certain mains will be increased to accommodate the planned density and land uses.
2. For development(s) connecting to the Railway Avenue sanitary sewer, applicants shall provide independent hydraulic analysis to assess the potential surcharge elevation at their service tie-in location and demonstrate through design a minimization of risk to property. Service design should, at minimum, have a tie in elevation higher than the hydraulic grade line and service connections should be installed with backflow preventers.

9.2.4 Shallow Utilities

1. Consideration shall be given to burying aerial power and telecommunications lines in laneways with commercial activity.

10.

Implementation

The background of the slide is a photograph of a winter night scene. In the foreground, a large crowd of people is gathered on a snow-covered ground, looking towards the background. In the background, there are evergreen trees, some of which are illuminated with lights. A large firework is exploding in the sky, creating a bright, starburst pattern. The entire image is overlaid with a semi-transparent orange-red filter and a pattern of diagonal lines.



10. Implementation

This plan provides a forward-looking vision for downtown and a framework to guide growth, change, and investment over the next 25 years to the year 2050. But change won't happen overnight.

The Town of Canmore is just one of many actors involved in the evolution of downtown. Property owners, developers, builders, businesses, partners, interest groups, residents, and other levels of government all have a significant role to play to realize the vision of this plan.

As a majority of the land within the plan area is private property, development will occur at a rate and in a pattern that is influenced by the decisions of individual property owners.

Public realm improvements will occur gradually over time through a combination of Town-led capital projects (e.g., street renewals and the replacement of aging infrastructure), ongoing programs (e.g., public art), and developer-funded improvements required as a condition of rezoning or development. The timing of these improvements will depend on a variety of things, including availability of grants, the budget priorities of the Town, and the decisions of property owners and the resulting timing and scale of redevelopment.

Ensuring the vision is realized therefore requires careful consideration of the changes that need to happen in the both the near term and distant future. This chapter provides an implementation framework that will guide what happens next to put this plan into action.

Just a few of the many tools the Town relies on to implement Area Redevelopment Plans includes the **Municipal Development Plan, Land Use Bylaw, Engineering Design and Construction Guidelines**, and the **Budget**.

Objectives

- Provide transparency towards the community
- Establish clear actions and priorities
- Create a framework for coordination and implementation
- Identify estimated resource needs and funding sources
- Establish monitoring processes

10.1 Implementation Table

The Implementation Table is a guide to help the Town prioritize time and resources towards realizing the vision of this plan and to provide increased transparency to the community and interest groups around what actions need to happen and when they may occur. The table focuses on specific actions that the Town can take independently, but also includes those that may be taken alongside other organizations as well as actions that may be requested from others.

The actions in the table should not be considered an exhaustive list, as implementation of the plan may also entail other projects or initiatives that are dependent on external factors beyond the Town's control (e.g., private development) or are already underway, set to occur under another program, or are not initiated solely in response to this plan (e.g., public art installations, street renewals, replacement of underground utilities).

The information provided in this section is for information purposes only and shall not be interpreted as policy or commitments.

Understanding the Actions

This section outlines the symbols and terminology used in the Implementation Table to define each action.

Role

Defines the Town's responsibility in achieving the results of the stated action.

- **Act:** the Town has the tools and authority to complete the action.
- **Partner:** the Town has to work collaboratively with other organizations to complete the action.
- **Ask:** the Town does not have the tools or authority to complete the action, but may request or advocate for the action from others.

Lead

States the party or Town department(s) likely to be responsible for the action. For actions where the Town's role is identified as "Ask", the Lead is the representative that will be responsible for initiating the ask.

Timing

Identifies the anticipated timing for which the action will be initiated or work will commence.

- **Ongoing:** Action is already underway or is implemented gradually over time in a continual manner (e.g., street renewals).
- **Immediate:** Work will begin following Council adoption of this plan.
- **Short term:** Action will commence in the relatively near term (e.g., within 5 years).
- **Medium term:** Action will commence in a time frame that is longer than the short term (e.g., within 10 years)
- **Long term:** Action will commence in a time frame that extends beyond the medium term (e.g., greater than 10 years).

Cost

Estimates the approximate magnitude of cost to implement the action (estimated in 2024 Canadian Dollars). The action may be funded from a variety of sources depending on the action and may include contributions from other parties including grants, off-site levies, or other contributions.

- **0:** No expected cost to the Town
- **\$:** Under \$100,000
- **\$\$:** \$100,000 – \$1,000,000
- **\$\$\$:** More than \$1,000,000

These cost estimates are for information purposes only, are subject to change, and do not include staff resources within the existing administration. Cost estimates reflect the total anticipated cost and do not estimate the added cost that is resulting from a direction in this plan (e.g., certain infrastructure improvements may have occurred otherwise regardless of this plan).

Implementation of the plan may involve projects or initiatives that are dependent on external factors beyond the Town's control (e.g., private development) or are already underway, set to occur under another program, or are not initiated solely in response to this plan (e.g., public art installations, street renewals, replacement of underground utilities).

IMPLEMENTATION TABLE

ID	TASK	ROLE	LEAD	TIMING	COST
1	Decommission unauthorized trails within the plan area.	Act	Parks	Ongoing	\$
2	Implement parking management strategies (e.g., pricing adjustments, program expansions, updates to residential parking programs)	Act	Engineering, Planning	Ongoing	\$
3	Engage the Downtown Canmore Business Improvement Area (BIA) to explore opportunities to further enhance activation of the private and public realm in the Commercial Core.	Partner	Economic Development	Ongoing	0
4	Conduct analysis and prepare amendments to Section 12, Density Bonus Regulations, of the Land Use Bylaw.	Act	Planning	Immediate	\$
5	Prepare zoning amendments and initiate rezoning process in accordance with the land uses and policies in this plan.	Act	Planning	Immediate	0
6	Prepare and implement a strategy to finance growth to ensure successful and equitable implementation of the plan, which may include one or more of off-site levies, local improvement taxes, or other funding mechanisms.	Act	Engineering, Finance, Planning	Immediate	\$
7	Prepare amendments to other policy and regulatory documents as necessary, including the Land Use By-law (LUB) and Engineering and Design Construction Guidelines (EDCG), to be consistent with the vision and policies in this plan.	Act	Planning, Engineering, Parks	Immediate	0
8	Revise the 1:100 year design groundwater elevations based on updated groundwater modelling.	Act	Engineering	Immediate	\$
9	Review requirements for underground parkades with respect to protection from groundwater flooding.	Act	Engineering, Planning	Immediate	\$
10	Initiate process to develop a "Winter Strategy" that will inform the design and provision of year-round spaces and programming suitable to Canmore's climate.	Act	Economic Development, Parks, Streets and Roads	Short term	\$

IMPLEMENTATION TABLE (continued)

ID	TASK	ROLE	LEAD	TIMING	COST
11	Update the design of trail wayfinding signage and begin gradual implementation.	Act	Planning, Parks, Engineering	Short term	\$
12	Advocate for modernization of the Alberta Edition of the Building Code to allow for single-staircase, medium-density buildings to support viability of apartment buildings and small lot development.	Ask	Council	Short term	0
13	Engage Indigenous communities on placenaming major parks and public spaces downtown	Partner	Economic Development, Parks	Short term	0
14	Detailed planning and design for the future transit terminal	Act, Partner	Engineering, Planning, Facilities, Partner Organizations	Short term	\$
15	Review implementation of the plan, including pace of development, and determine if major amendments are necessary.	Act	Planning	Short term	0
16	Design and construct new Regional Park adjacent to Policeman's Creek	Act	Parks, Partner Organizations	Short term	\$\$
17	Design and construct an intercept parking facility	Act	Engineering	Medium term	\$\$\$
18	Install wildlife exclusion fencing around key parks and open spaces	Act	Parks, Sustainability	Medium term	\$\$
19	Redesign and reconstruction of Main Street when critical infrastructure requires replacement.	Act	Engineering	Medium term	\$\$\$
20	Improvements to Riverside Park (new infrastructure, four season recreation programing, small-scale commercial use opportunities etc.)	Act	Parks, Recreation, Economic Development	Medium term	\$\$
21	Improvements to Veterans Park	Act	Parks	Medium term	\$\$
22	Design and construct the central plaza	Act	Parks, Engineering, Economic Development	Medium term	\$\$\$
23	Improvements to Centennial Park	Act	Parks, Recreation, Economic Development, Facilities	Long term	\$\$

IMPLEMENTATION TABLE (continued)

ID	TASK	ROLE	LEAD	TIMING	COST
24	Expand Riverside Park to the adjacent Town parcel to the north	Act	Parks	Long term	\$\$\$
25	Open space improvements on the N.W.M.P. Barracks site	Act	Parks, Engineering, Facilities, Partner Organizations	Long term	\$\$\$
26	Improvements to Downtown Pond open space	Act	Parks	Long term	\$\$\$
27	Design and construct new multi-use pathway linking 9 Street to the Bow River	Act	Parks, Engineering	Long term	\$\$\$

A.

Appendix

A.1 Definitions

For convenience, terms defined in this section are underlined when they appear in policy in this plan.

The definitions below are provided for terms referenced within this plan that may not be defined in other statutory documents or in cases where the interpretation of the term in this plan warrants further explanation.

Terms

<u>Affordable housing</u>	As the context implies, affordable housing refers to either non-market or perpetually affordable housing as defined in the <i>Municipal Development Plan</i> .
<u>Applicant(s)</u>	A person, organization, entity, or their hired consultants seeking approval from the Town of Canmore for a development, subdivision, or other land use application, including but not limited to property owners, developers, or their representatives.
<u>Development authority</u>	As defined in the <i>Land Use Bylaw</i> .
<u>Exceptional standard of design</u>	Fully meets or exceeds the intent of the design requirements of this plan, the <i>Land Use Bylaw</i> , and any other design guidelines that may apply.
<u>Low Impact Development (LID)</u>	A set of design and management practices that aim to minimize the environmental impact of land development and improve the overall sustainability of the built environment. <u>LID</u> tools are designed to mimic the natural hydrologic functions of the site and promote the use of green infrastructure to manage stormwater runoff.
<u>Near net zero</u>	A building with low energy usage such that it approaches the annual energy consumption of Net Zero Energy buildings and, with additional measures, could produce nearly as much renewable energy as it uses on an annual basis. A <u>near net zero</u> building should meet or exceed Tier 4 (60% reduction in energy consumption) of the National Energy Code of Canada for buildings (2020) and be designed to be solar ready.
<u>Private realm</u>	The part of a community that is on privately owned land or where public access is not permitted.
<u>Public benefit</u>	A tangible or intangible improvement that the development authority determines will provide a significant contribution to the well-being of the community. Examples include day care facilities, public parks, affordable housing, transit facilities, community centres, public recreation facilities, or other community spaces.
<u>Public realm</u>	The part of a community that is publicly accessible, including including streets, plazas, parks and open spaces.

